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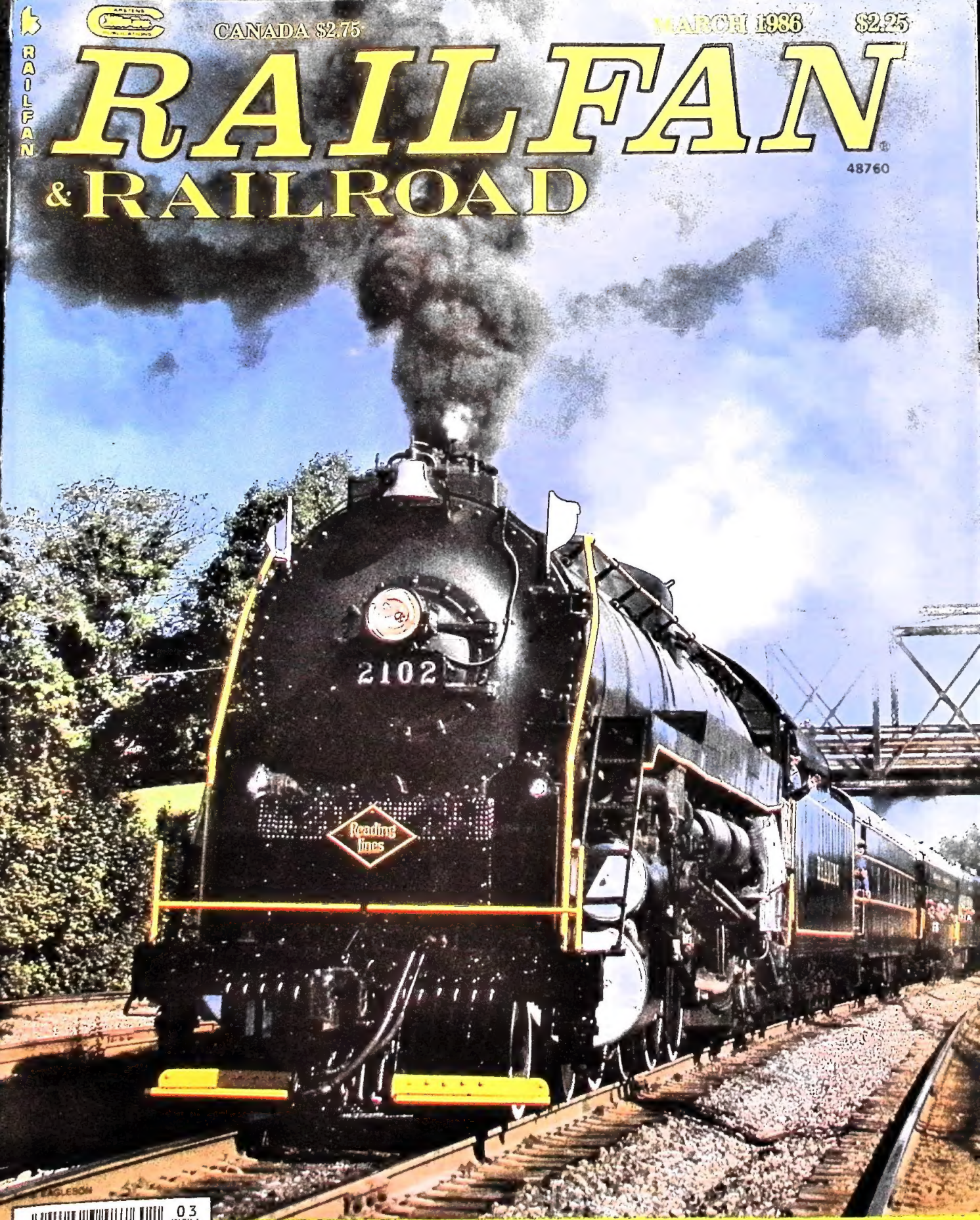
48760



Return of the IRON HORSE RAMBLES

0 71896 48760 03

KODACHROME STEVEN B. TURKENKOPF

NEW HAVEN FL9s 2002 and 2019 pause at South Norwalk, Conn., on October 19, 1985, on the return leg of the *Husking Bee* excursion for NHRTA. See page 26.

Railnews

FUJICHROME JAMES L. HICKEY

CHICAGO & NORTH WESTERN Directors' Special, with two new B-units for the "Presidential Fs," pauses at Bill, Wyoming, on October 16, 1985. See page 26.

KODACHROME CHIP SHERMAN

GRANDE GOLD colors have been applied to Anschutz business cars *Colorado* and *Utah*, here at Denver on November 20, bound for Salt Lake on Amtrak's CZ.

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102	1854 Hayes, 4-6-0, B&O
103	1893 No. 999, 4-4-0, NYC & HR
104	1896 Casey Jones Engine, 4-6-0, IC
105	1914 Class K-4, 4-6-2, PENNSYLVANIA
106	1926 Class PS-4, 4-6-2, SOUTHERN
107	1941 Class GS-4 Daylight, 4-8-4, SP
108	1941 Big Boy, 4-8-8-4, UNION PACIFIC
109	1941 Class J, 4-8-4, NORFOLK & WESTERN
110	1944 2900 Class, 4-8-4, SANTA FE
111	1945 Niagara Class, 4-8-4, NY CENTRAL
112	1964 Shin-Kansen Bullet, JNR (Japan)

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editor

LISA CASTERLINE/editorial secretary
DAVID C. LUSTIG/contributing editor
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
ROBERT O. COSGROVE/director of advertising
DAVID R. CASE/advertising production manager
JOHN A. EARLEY/advertising sales manager
JUDY D. LOVAS/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Robbin Featherman. **Circulation:** Jeanne Sipley, Faith Betz, Diane Feinhals. **Advertising Production:** Mary Ann Lengle, Madalyn Hansen, Fran Schoen, Jim Gleason. **Advertising Billing:** Joann McMickle. **Reader Service:** Catherine Streeter. **Dealer Service:** Karen Herskovitz. **Shipping:** David Bender, Larry Duckles.

From the Publisher's desk:
The T-1 is a freight engine

This month we have to put things into perspective. I am old enough to remember SP steam power with Vanderbilt tenders running on the San Diego & Arizona Eastern from San Diego to San Ysidro. I recently had occasion to ride the bright red German-built Siemens articulated trolleys in 98° temperatures which now ply the route of the San Diego Trolley. What looks I would have gotten at RRE and ERA meetings in 1940 if I had forecast what would happen.

It was only a few weeks later that I was photographing the *Roger Williams* RDC trainset in almost freezing weather on the Seaview Transportation Company in Rhode Island, still in her Amtrak garb but sans Amtrak identification. It is strange seeing modern Amtrak equipment in railroad museum operation—but no stranger than viewing (one week later, and this time in really freezing weather) the modern well-maintained passenger car fleet of ex-VIA and ex-Amtrak equipment owned by the Bluewater Michigan Chapter NRHS and used on fantrips behind Amtrak and GTW diesel power.

So I was back in my office, smirking at the way the new breed of diesels fans exhibit the same screaming emotion at a new paint scheme that trolley fans did during World War II when Public Service would roll out a vintage car with a long-vanished paint scheme for war plant service. I stopped smirking when Jim Boyd stuck his head in the door and asked for the okay on the cover of this issue: a gleaming Reading T-1 4-8-4 on the head end of a recent Reading Rail Ramble. Hmm, not bad. "Boyd," says I, "it's got yellow piping all over and a Reading herald on the nose. That T-1 was built by the Reading in 1945 to haul long freight drags, not passenger excursions."

I can't tell Boyd that I got somewhat excited a few years ago at the Chessie's T-1 (2101) when it was painted like a Memphis streetcar, or when the 2102 sprouted elephant ears in a metamorphosis as a D&H steamer.

Steam was still going strong on the Reading in February 1953 when my 4x5 Graphic caught 2116 and several of her mates at Port Clinton with mile-long drags of hard coal heading for Philadelphia coal ports. Already the F7s and RS3s were invading the service, and it wouldn't be too long before the T-1s and her assorted sisters were white-lined. I only wish I also had more 8mm footage of the class on that freezing cold day with clean white steam belching from the stack.

Hopefully, I'll be able to catch the 2102 this summer on another Rail Ramble, complete with yellow handrails and a train of converted ex-DL&W m.u. cars and whatever else is needed to make her roadworthy in this diesel age. I won't complain at whatever the temperature might be. But I will remember the cold of some 30-odd years ago when the steam exhaust swirled down and back over 2118 at New Ringgold with that eastbound freight, with the staccato exhaust reverberating in the wintry air.

TRAIN MPA

RAILFAN & RAILROAD

March 1986/vol. 6 no. 2
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Cover

It's a beautiful Saturday morning, September 14, 1985, as Reading 4-8-4 2102 picks up speed through Belt Line Junction on the north side of Reading, Pennsylvania. The "Iron Horse Rambles" have returned to Reading to honor the 40th Anniversary of the creation in the home shops of the T-1 4-8-4s. Rails Diversified of Ohio spent years of money and hard work to make this day possible; Mark Perri tells their story, beginning on page 33. Kodachrome by Mike Eagleson

RAILFAN & RAILROAD (ISSN 0163-7266), is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, P. O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P. O. Box 700, Newton, NJ 07860-0700. Copyright © 1986 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $11.00 per year, $20.00 for two years, $28.00 for three years. Foreign: $13.00 per year, $24.00 for two years, $34.00 for three years. All communications regarding subscriptions and changes of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

Computer network

It is rare that I indulge in free advertising. However, this is a case where the advertising can help further our hobby. CompuServe Information Service has recently established a new Special Interest Group (SIG) called ModelNet. Although it is run by the Academy of Model Aeronautics, it is open to modelers of all descriptions. Data Library 7 within ModelNet is reserved for information relating to model railroading and railfans. At this time, only 15 people have left their names in the member interest log expressing an interest in railroads. I hope that spreading the word about this new and exciting SIG will generate support for ModelNet among all model railroaders and railfans.

To enter the ModelNet (if you are a CompuServe member), type "GO MODELNET" at any "!" prompt.

ROBERT A. BUCKMAN
Las Vegas, Nev.

CompuServe is a national computer network, which you can join by subscription. It is accessable through a local phone number by virtually any personal computer with a modem. The phone number for subscription information is 800/848-8990. The ModelNet is being handled by Doug Pratt of the Academy of Model Aeronautics in Reston, Virginia, and he can be reached at 703/435-0750—J.B.

Challenger on Sherman

I read with interest your article in the November issue about the UP 3985 excursion on Memorial Day Weekend 1985. I, too, was on the trip in May (I usually attend both the May trip and the October trip if funds and vacation time permit) and can certainly second your opinion that these are probably the two best fantrips in the country in terms of photo opportunities of main line steam operation.

I rode the October 19, 1985, trip sponsored by the Intermountain Chapter NRHS, and in my opinion this was the best of these trips that I've ever enjoyed. The weather cooperated, and Bill Botkin and the rest of the gang at Intermountain Chapter selected photo stop locations which worked beautifully with the relatively low angle sunlight which we had in October. The last runby of the day with the sun setting and the light glinting from the side of the train under a terrific plume of smoke was especially memorable—and to top it all off, Steve Lee and the UP agreed to the fans' request and ran the runby twice! Truly, the photographers got their money's worth on this trip.

I think that the Union Pacific, the railroad employees who work these trips, and the two sponsoring organizations are all to be congratulated for an outstanding trip. I'm glad you recognized their good work in your article.

BOB ST. JOHN
Topeka, Kansas

I certainly enjoyed "The Challenger on Sherman Hill" and am glad I was on board to take advantage of those photo stops, which you documented so well.

I would like to make a correction regarding the text on page 70. Mr. Kenefick had nothing to do with the preservation of 844 in 1960. He left the UP in the early 1950s, and after a stint with the Rio Grande he moved over to the New York Central, where in 1960 he was Assistant Vice President, Transportation. He returned to the UP in 1968 at the formation of Penn Central. Credit for keeping the 844 rests with a couple of other fine railroaders, the late Arthur Stoddard and Edd Bailey. I understand Mr. Kenefick will retire at the end of 1986, and let's hope that his successor is agreeable to keeping both 3985 and 8444 running. Mr. Kenefick, of course, was responsible for the resurrection of 3985 for service.

LLOYD STAGNER
Newton, Kan.

Out of sync

Come on now. The problem of front and rear engines of the 3985 being out of sync is due no doubt to the rubber tube coupling between the front and rear gearboxes slipping just a little. Good grief, that makes as much sense as the engine being better at starting a train when she stops out of sync. Get serious. I believe RFE Lee was pulling your leg a little there.

Just wait till next year. Then you will see a real articulated. None of this off-the-shelf junk, but a true home-built engine. Then you will see and hear what a steam engine is all about. You think the 611 was great. Just you wait.

Take care and keep up the fair work.

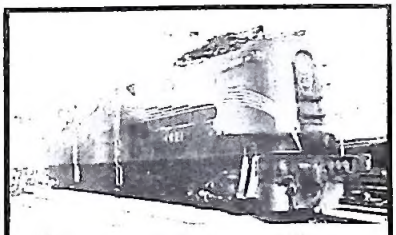
THOMAS D. DRESSLER
Portsmouth, Ohio

Y'know, Steve Lee said that the N&W folks were about to embark upon a real learning experience when they tackled an articulated (2-6-6-4 1218, now being overhauled in Birmingham), and it looks like Mr. Dressler is due for the first lesson. Lee says it is quite true that the 3985 will start smoother when the two engines are out of sync, because a steam locomotive is not a constant torque machine. On a conventional two-cylinder engine you get four distinct power impulses per revolution of the drivers, and the same applies to a simple articulated with the engines in sync. When they are out of sync, however, you get eight power impulses for the same amount of travel; hence, a smoother start. This is confirmed by other contemporary steam experts. They also agree with the tendency of the two engines to get into step as they pick up speed, which is a function of vibration, wheel creep and harmonics. The steam flow will also tend to pull the engines into step through a "tuned-pipe effect." I'll be happy to reopen this discussion after the N&W A has had a season on the road and those who have had cab and throttle time can compare notes. I have no doubt that the A is a superb machine, but that Challenger is certainly no piece of junk, and I suspect that it would take a more severe test than a 20-car passenger train on Sherman or Blue Ridge to prove one superior to the other—J.B.

Maryland Midland

I thouroughly enjoyed the Maryland Midland article in the November issue. However, there's no mention of radios or frequencies. Does the MMID use radio?

Also, a big "Yes, indeed!" to Kurt Armbruster who wrote about "Black Power" in the November FANMAIL. My Washington



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☐ 242	★ N&W 611 J-CLASS 4-8-4
243	NEW HAVEN (BLOCK)
☐ 244	NEW YORK CENTRAL
245	★ NICKLE PLATE 765 (STEAM)
☐ 246	NICKLE PLATE ROAD
247	NORFOLK & WESTERN (OLD)
☐ 248	★ NORFOLK SOUTHERN
249	NORTHERN PACIFIC
250	PENN CENTRAL
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☐ 262	SOUTHERN PACIFIC
☐ 263	★ SOUTHERN 4501 (STEAM)
264	SPOKANE PORTLAND & SEATTLE
265	THE ROCK
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JIM BUSCHER
Washington, D.C.

That was an oversight on our part. MMID uses 160.545 and 160.965—J.B.

Santa Fe Skyway

As a person with more than a passing interest in airline equipment, the article by David Lustig on the Santa Fe Skyway was particularly interesting. Your remarks about the possibility of one of the DC-4s still flying in Argentina really caught my eye. If there is anything that is more fun than tracing the ancestory of short line Alcos, it is tracing the history of old airplanes.

Careful inspection of the *JP Airline Fleets International* does not reveal a single DC-4 being operated by an Argentinian carrier. In looking over the Bolivian registrations, I do find a likely suspect registered in Bolivia by Friogrifico Reyes, Casila Correo 1673, La Paz, Bolivia. The Bolivian registration is CP-1517. The airplane was built in 1944 and is Douglas serial number 10333. It was the 64th C-54 constructed. It was previously registered in Argentina as LV-AGG.

Since Mr. Lustig had a rather complete listing of the NC numbers of the Santa Fe Skyway fleet, perhaps his resource material includes the serial numbers.

NICK MODDERS
Prior Lake, Minn.

A complete and detailed roster of Santa Fe Skyway appears in "Passenger Train Equipment of the AT&SF, 1870-1975, Volume 2," by Frank Ellington and Joseph Shine, published in 1975 by Railcar Press of Colfax, Iowa. Your Bolivian DC4 is Santa Fe NC 90863, Sky Chief Pueblo, *which was sold to Argentina in 1948 as LV-AGG, becoming Aerolineas Argentinas* Benjamin Matienzo *in 1949. It was skyjacked to the Falklands in 1966 and apparently sold to Bolivia sometime thereafter. The book contains an extensive story on Santa Fe Skyway that gathered its material from many of the same original company sources used by Lustig (who did not use the book as reference in preparing his article). There is a discrepancy between Santa Fe information and the book on the Skyway numbering of the aircraft. Lustig's sources listed the C54s as 1-4, while the book has the DC3s as 1-3; all other data seems to agree*—J.B.

I mightily resent your inclusion of "The Saga of Santa Fe Skyway" in the November 1985 issue. There is little enough of rail articles and pictures in your magazine, and inclusion of a lengthy airplane article only weakens a magazine which is already weak. I'm not paying for air articles. I'll buy an aviation periodical if I want airplanes. I would rather see more PHOTO LINE or rail fiction, which I love.

F.J. FUTTERER
Cheney, Wa.

Videos

"Ace of Black Diamonds," by Hopewell Productions, 70 Rocky Ledge Drive, Struthers, OH 44471 (note new address). VHS or Beta videocassette, 52 minutes, $59.95 postpaid. **"C&O 614 Coal Trains,"** by Greg Scholl, P.O. Box 123, Batavia, OH 45103. VHS or Beta videocassette, 55 minutes, $55.00 postpaid. **"The March to Hinton,"** by Video Rails, P.O. Box 80001, San Diego, CA 92138. VHS or Beta II videocassette, 30 minutes, $39.95 postpaid (Cal. res. add 6% tax). All three honor VISA and MasterCard.

This assignment was a reviewer's dream come true: Not one...not two...but *three* tapes of the year's hottest topic all showing up at once, giving us a chance to enjoy and compare them in one shot. The story, of course, is the month of steam action on the Chesapeake & Ohio in January 1985 with Ross Rowland's 4-8-4 614 (614*T*, if you must) on 100-car coal trains. Two of the tapes are by familiar and established names, while the third, by Greg

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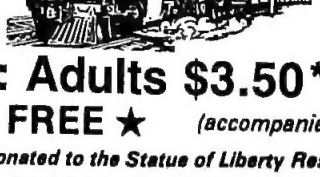

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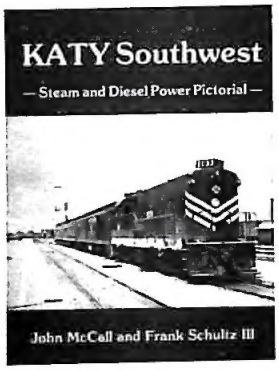

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Scholl, is from a relative newcommer. The three approach the subject from different viewpoints, and they all are quality products.

Hopewell's "Ace of Black Diamonds" is documentary in style. It opens with Ross Rowland describing the ACE 3000 concept and the purpose and scope of the 614 test program. Included are shots of rebuilding the 614 in Hagerstown in 1984, the news conferences and dedication ceremonies. The functions of the sensors and recording devices on the 614 and test car are clearly explained in layman's language.

Then we move to the heart of the matter with a series of action sequences of the 614 at work. There are plenty of scenic and runby views, and cab shots abound. This is the only tape of the three to capture the historic Amtrak passenger run with the 614. Hopewell exhibits professional craftsmanship in every detail with great color, excellent camera work, crystal-clear video and clean audio. Grant Geist and his field crew did their work well, and the beauty of the West Virginia winter scenes is the icing on the cake. Subtitles are used where appropriate, and the narration is just enough to fill in needed details.

Greg Scholl's announced purpose for his "C&O 614 Coal Trains" was to provide a completely "natural" feel for the subject, and his production had no music or narration and only a bare minimum of subtitles (though he does include a printed "shot list" with the tape). In his words, he would rather, "let the stacks do the talking."

His scenes do just that, many starting off with long zoom shots and a shotgun mic to give the viewer a long sight and sound experience. He covered all the standard locations and seemed to attract more snow, fog and gloom than did the others. But he handled the matter skillfully and pulled off some great scenes that fully capture the moody backdrops of the Appalachians against sullen skies. The month-long parade was covered thoroughly with good quality camera and audio work. He captures the sense of "being there," and you can almost smell the smoke and wet steam.

Very professional camera work, excellent color and a superb soundtrack characterize "The March to Hinton" from Video Rails. Blessed with near-perfect weather, the Video Rails crew took advantage of the natural surroundings to put together an exceptional program. Even when they ran into a snowstorm, it was one of those that was surrounded by spots of sunshine that lit up the smoke like a fireworks display.

Their program opens with Ross Rowland describing his ACE 3000 concept and the purposes of the 4-8-4 test runs, and a crew member points out the sensors and test equipment. A cab ride through the New River Gorge is a highlight of the tape, accompanied by a whistle symphony put on by the throttle-jockey-of-the-day. It is another smooth and flawless job from beginning to end so typical of the folks at Video Rails.

Summing up these tapes, I'd have to give about equal credit to all three. Scholl's tape gets my top rating for pure feel for the railroading, while Video Rails pulled off the best camera angles and scenics. Hopewell gets the award for technical excellence and news coverage. The subject is fascinating . . . the tapes are striking . . . the choice is yours—AL DI CENSO.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORTH FREEDOM, WISCONSIN, February 14-16. "Snow Train '86" at the Mid-Continent Railway Museum featuring C&NW 4-6-0 1385 and Saginaw Timber 2-8-2 No.2; ex-OSL rotary snowplow will be used if snow conditions permit. Night photo session Saturday. Special consists and photo runbys; Frist Class accommodations available. Contact: Mid-Continent Railway Museum, North Freedom, WI 53951; 608/522-4261.

FELTON, CALIFORNIA, February 15-17. "Roaring Camp Railfan Festival" featuring narrow gauge doubleheader with Heisler and Shay on RC&BT plus model railroad equipment including LGB exhibited and operated in 1880s General Store. Admission free, train excursions $8.75 adult and $5.75 children. Contact: Roaring Camp & Big Trees, Felton, CA 95018; 408/335-4400.

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BOSTON, MASSACHUSETTS, February 22. "Berkshire Flyer" snow train excursion on B&M through Hoosac Tunnel to North Adams, Mass., where there will be side trip options including horse-drawn sleigh ride. Adult fare $44, children $28; options range $4-$7. Contact: Massachusetts Bay RRE, Box 208, East Walpole, MA 02032.

WASHINGTON, D.C., April 20. "Trolley Car Spectacular" at the National Capital Trolley Museum on Bonifant Road between Layhill Road and New Hampshire Avenue in Wheaton, Maryland. For information call 301/384-9797.

PERRIS, CALIFORNIA, April 26-27. "1986 Rail Festival" at Orange Empire Railway Museum with special equipment and operations. For details contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370, 714/657-2605.

SCRANTON, PENNSYLVANIA, May 3-4. "Spring Railfans Weekend" at Steamtown U.S.A. featuring steam and diesel power on special operations and passenger and freight consists. Night photo session Saturday conducted by R&R Editor Jim Boyd. Photo runbys are made in areas not accessible by automobile, including Nay Aug Tunnel and Roaring Brook Gorge. Weekend pass available including opening banquet ($54.95) or without banquet ($45). Tickets limited to 400. Contact: Steamtown Foundation Railfans Weekend, P.O. Box 5250, Scranton, PA 18505-5250.

CASS, WEST VIRGINIA, May 16-18. "Cass Railfan Weekend" with three days of geared locomotive action on the mountain with photo runbys, special consists and a night photo session. Weekend ticket $40. Contact: Cass Railfan Weekend 1986, P.O. Box 75, Cass, WV 24927; 304/456-4300 or 456-4302 (days) or 456-4362 (nights).

VANCOUVER, BRITISH COLUMBIA, May 23-June 1. SteamEXPO at EXPO 86 Worlds Fair with Grand Parade of Steam on May 23 and a week of steam activities both on fairgrounds and on lines out of Vancouver. Numerous steam locomotives, large and small under steam including BCR Royal Hudson 2860, CNR 4-8-2 6060, CPR 4-6-2 1201 and other U.S. and possibly foreign locomotives. UP 4-8-4 8444 and SP 4-8-4 4449 are expected. Special advance rates and accommodation packages available. Contact: SteamEXPO, P.O. Box 34105, Station D, Vancouver B.C., Canada V6J 4M1.

VANCOUVER, BRITISH COLUMBIA, May 24-26. "Okanagan Express" luxury excursion train into the heart of the Canadian Rockies from Vancouver to Kamloops, B.C., amidst spectacular scenery. Contact: British Columbia Chapter NRHS, Box 33763 Station D, Vancouver, BC, Canada V6J 4L6; or call Drainie Travel, 604/669-6900.

SNOQUALMIE, WASHINGTON, May 31-June 4. "Railfan Special Northwest." Stop at the Puget Sound & Snoqualmie Valley Railroad on your return from Steam EXPO. Events include displays, mixed trains, photo opportunities and tours. Steam, diesel, freight, passenger and work equipment to operate on six miles of former-NP track. Largest collection in the Northwest. 30 miles east of Seattle via I90. For more information, send SSAE to: Puget Sound Railway Historical Association, P.O. Box 459, Snoqualmie, WA 98065; 206/746-4025.

RAIL TRAVEL CENTER, One Fountain Court, 1201 Pacific Ave., Tacoma, WA 98402, (206/572-5850) has the following escorted tour rail excursions scheduled:

SPAIN, April 3-15, by private train, the "Al Andalus Express" circle tour of the south of Spain by all-sleeper deluxe 1920s train.

STEAM EXPO, May 17-25, Canadian Rockies tour on VIA Rail to Banff, Jasper, Lake Louise and EXPO Parade of Steam.

ALASKA, May 25-June 9, begin with Steam EXPO and then cruise on steamship "Rhapsody" to Whittier and round trip to Fairbanks on Alaska R.R. with sightseeing at Anchorage, Denali and Fairbanks.

YELLOWSTONE, July 10-19, rail tour including the Tetons and Sun Valley.

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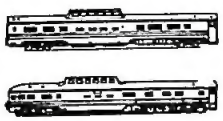

April 3-15	Spain by Private Train—The Al Andalus Express
May 18-25	VIA Rail Rockies/Steam Expo
May 25-June 9	Steam Expo, Alaska Cruise, Alaska Railroad Tour
July 11-20	Yellowstone—Tetons—Sun Valley
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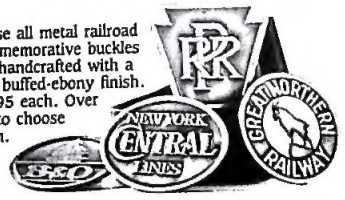

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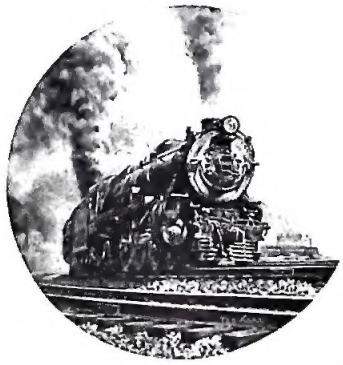

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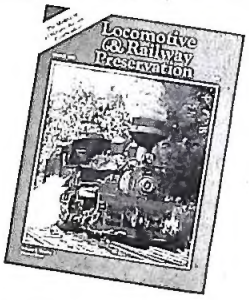

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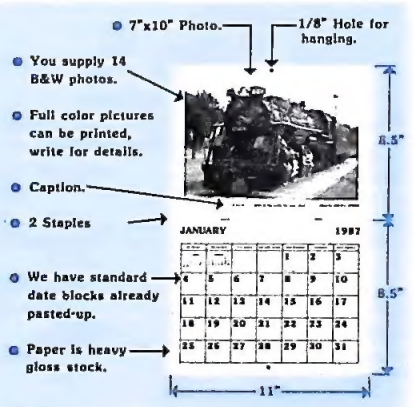

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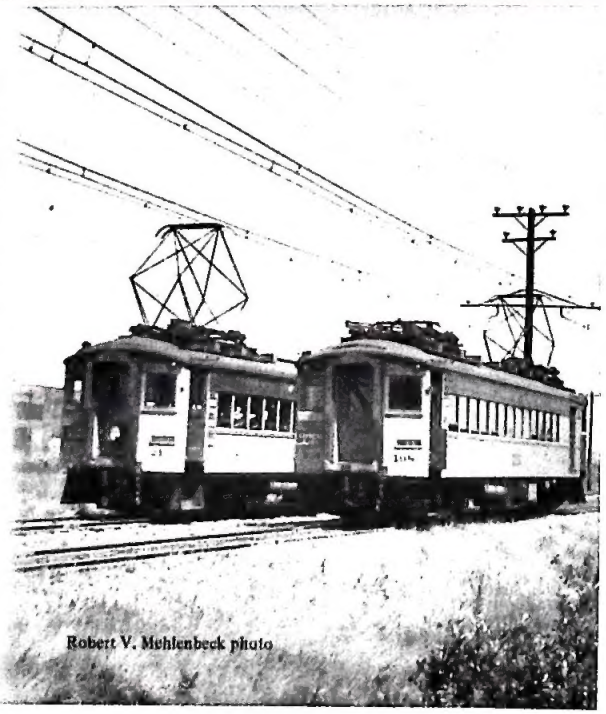
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GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates 11am-5pm. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784, 301/795-7447.

Philadelphia, Pennsylvania, February 8-9, Philadelphia Civic Center.

Pittsburgh, Pennsylvania, February 22-23, Pittsburgh Expo Mart.

Timonium, Maryland, March 22-23, Timonium Fairgrounds.

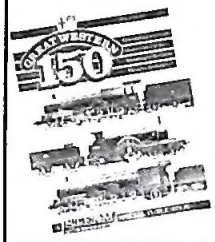
Wilmington, Massachusetts, April 5-6, Shriner's Auditorium.

TOY TRAIN COLLECTORS SOCIETY will hold their Train Show, Sale & Swap Meets at the following locations and dates. Contact: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303.

Cheektowaga, New York, February 16; Hearthstone Manor on Dick Road, 11am-4pm.

Rochester, New York, March 9; Monroe County Fairgrounds, Minett Hall, 11am-4pm.

Syracuse, New York, April 1; New York State Fairgrounds, Home & Arts Building, 11am-4pm.



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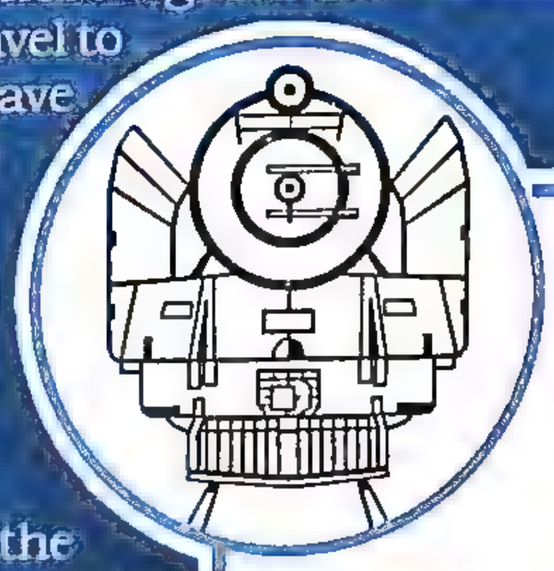

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SYRACUSE, NEW YORK, February 16. Syracuse Model Railroad Club Third Annual Open House/Train Meet 10am-4pm at the Eastwood American Legion, James St , one block east of Midler Ave. 80 tables available· one table $7, two $12, three or more $5 each Donations $1 for adults. 25c for children Two operating layouts. Food concessions Contact: Bill Kratz, 220 Donlin Dr , Liverpool, NY 13088; 315/457-7058.

PITTSBURGH, PENNSYLVANIA, February 28-March 1. Steel Valley Train & Toy Show at Castle Shannon Firemen's Memorial Hall, Route 88. Friday 6-10pm, Saturday 11am-4pm Adults $3.50, kids under 12 free. Contact: Mrs Catherine Daum, 1324 Riverside Drive, Port Orange, FL 32019; 904/788-4885.

SOUTH WILLIAMSPORT, PENNSYLVANIA, March 2. Whistle Stop Train Meet at Quality Inn, Rte.15 south, five minutes from Shempp Toy Train Museum. 9am-4pm, Adults $2, kids under 12 free. Free parking. Contact: Jim Stabley, 208 Beech St , So. Williamsport, PA 17701; 717/323-8883.

NORTHLAKE, ILLINOIS, March 2. Fifth Annual Chicagoland Railroadiana Show (formerly the Franklin Park Show). Please note new location: West Leyden High School, 1000 N. Wolf Road. 10am-4pm, adults $1, kids under 12 free. Contact (large SSAE, please): Joe Mazanek, P.O. Box 58, Prairie View, IL 60069; 312/537-0891.

ST.LOUIS, MISSOURI, March 8-9. Two-Day Bi-State Area Railroad Meet sponsored by Midwest and Mid-Continent Regions NMRA. Saturday (8am-9pm): clinics, displays, swap meet, contests, movies and layout tours. Sunday (8am-2pm): Tours of railroad facilities. Site: Viking Lodge, 10709 Highway 66 (Lindberg and Watson Road) In St.Louis. Registration $9 in advance, $12 at door. Swap tables $10 each. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63146; 314/434-5980.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations. For full information, contact: The Great American Train Show, 239 James Street, Bensenville, IL 60106; Dave Barone or Bob Brush, 312/766-4417.

Kansas City, Missouri, March 8-9, Kansas City Municipal Auditorium Exhibition Hall, 14th & Central. Noon-6pm

Portland, Oregon, March 22-23, Portland Memorial Coliseum, 1401 N. Wheeler. Noon-6pm.

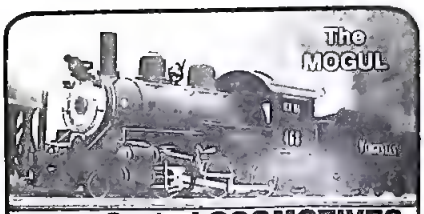
San Jose, California, April 13. Great Western Train Show at Santa Clara County Expo Center, 344 Tully Road. 10am-5pm.

LAPEER, MICHIGAN, March 9. Lapeer Model Railroad Club Flea market at the Lapeer East High School, 10am-3pm. Contact: William Simmons, 1233 Oakridge, Lapeer, MI 48446; 313/664-1532.

FORT WAYNE, INDIANA, March 15. Antique & Collectable Train Flea Market & Toy Show, 11am-4pm at The Lantern, 4420 Ardmore. Tables $8 in advance. Contact: Royce Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

PITTSTON, PENNSYLVANIA, March 16. Pennsylvania Train Show at the St. Joseph's Oblate Missionary Auditorium, Rte. 315 in Pittston, 9am-3pm. Contact: Robert Salerno, 10 Garber St., Old Forge, PA 18518; 717/562-2397.

CLARK, NEW JERSEY, March 16. Train Bazaar '86 hosted by Jersey Central Chapter NRHS at the Mother Seton High School, GSP Exit 135 at Clark Circle, 9am-3pm. Big railroad-



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KITTANNING, PENNSYLVANIA, March 16. Central Armstrong Model Railroad Train Show in Kittanning Twp., Firehall, E. Rte. 422, 10am-4pm. Adults, $2.50, kids under 12 free. Contact: James Boyer, RD 2 Box 133, Ford City, PA 16226; 412/763-8327

GREENWICH, CONNECTICUT, March 16. The Westchester Model Railroad Club Eleventh Annual "Genuine Rye Spring Train Meet" at the Greenwich Civic Center, Old Greenwich, noon-4pm. Adults $3, kids under 12 free. Contact: Frank Pisante, P.O. Box 358, Rye, NY 10580, 203/323-6832

VANCOUVER, BRITISH COLUMBIA, March 16. Fourth Annual Railroadiana Show at the Cameron Recreation Centre, 9523 Cameron St., Burnaby, B.C., 10am-6pm. Admission by donation. Rail antiques, collectibles and models for sale and display plus auction. Also movies, slides and door prizes. Over 100 dealer tables available $8 each. Contact (large SSAE, please): J. Cowan, 304-9304 Salish Ct., Burnaby, B.C., Canada V3J 7C5.

GILBERTSVILLE, PENNSYLVANIA, March 16. Gilbertsville Train Show at the firehouse on Rte.73 just south of Rte.100. 9am-2pm. Door prizes, all gauges and makes. Admission $2, kids under 12 free. Contact: Mark Lehmann, Box 84, Willow Grove, PA 19090; 215/675-1693.

EAST WEYMOUTH, MASSACHUSETTS, March 22. South Shore Model Railway Club Show at the Weymouth North High School, Commercial St., 9:30am-4pm. Admission $2. Dealers, white elephants, movies, displays. Contact: Bob Buchanan, 1030 Commercial St., E. Weymouth, MA 02189, 617/331-3686.

KINGSTON, NEW YORK, March 23. Third Annual Kingston Train & Craft Expedition at the State Armory, North Manor Ave. (Thruway Exit 19). 10am-4pm. First table $12, each additional table $10, free to non-profit organizations. Adults: $2, children $1, vendors free. For information send SSAE to: Kingston Model Railroad Club, P.O. Box 1885, Kingston, NY 12401; 914/338-7174.

LITTLE ROCK, ARKANSAS, March 29. Sixth Annual Arkansas Railroad Club Railroadiana Show & Sale at Fisher Armory, North Little Rock, 9:30am-4pm. Adults: $1, kids under 12 free. Tables $17. For info send SSAE to: Bill Pollard, 32 Fair Oaks, Conway, AR 72032.

MANSFIELD, OHIO, April 5. Mansfield Model Railroad Club Spring Flea Market at the Masonic Temple, 1250 Middle Belleville Road, 10am-4pm. Adults $1.50, children under 12 free, students (12-18) $1. Contact: Charles Mathis, 267 Sherwood Dr., Lexington, OH 44094; phone 8am-5pm only 419/884-0025.

JOLIET, ILLINOIS, April 5. Blackhawk Chapter NRHS Railroadiana Swap Meet at First Lutheran Church, Ottawa and Benton Streets, downtown, 9am-2pm. Adults $1, kids 50¢. Table reservation (SSAE, please) $7. Contact: Steve Tharp, 2289 New Lenox Road, Joliet, IL 60433; 815/726-7101.

HELENA, MONTANA, April 6. The Helena Railroad Fair at Colonial Best Western, 2301 Colonial Drive, 10am-4pm. Adults $1, kids under 12 free. Tables $15. Contact: John A. Elliot, 24 S. Montana Ave., Helena, MT 59601; 406/443-2348.

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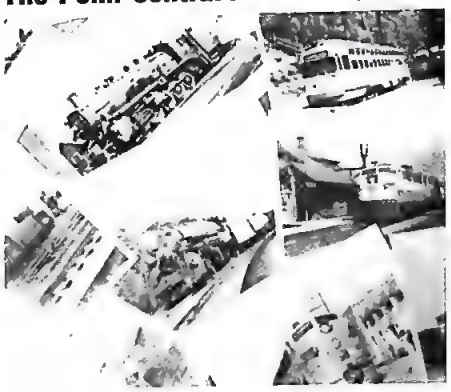

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The Heritage Series

Carstens Publications has bought out the popular "Heritage Series" of softcover pictorials put together by John Krause over the past few years, and John is now working to expand the line and get some earlier titles back into print. Currently available through Carstens are *Amtrak Heritage East* by John Taibi, *Long Island G5 Heritage* by Ron Zeil, *New England Short Lines* by Tom Nelligan and *Grand Trunk Heritage, Steam in New England* by Phil Hastings. These books are 48-page 11"×8½" horizontal-format softcovers and sell for $6.00 each postpaid.

Presently being reprinted is the *Lackawanna Heritage* by Krause and Ed Crist, which should be available by the time you read this and will sell for $7.95 postpaid. The first new title in the works is *Electric Heritage of the Long Island Rail Road* by Ron Zeil, which features over 100 photos of the rare and commonplace in LIRR electric equipment from the first freight motors to the latest m.u.s. It, too, sells for $7.95.

In addition to the 48-page Heritage Series books, Carstens is continuing its own line of softcovers, the latest of which is *Seaboard Coast Line* by Bob Warren and Fred Clark, Jr., which features the SCL action in Florida. The 116-page softcover sells for $15.95 postpaid. Krause is presently at work on new titles for both the Heritage and Carstens book lines which will be announced.

What's new?

Railroad rubber stamps in 153 patterns are being marketed by *R.S. Enterprises*, P.O. Box 1691, W. Caldwell, NJ 07007. While the specific sizes vary according to design, they are generally 1½" high and 2" wide maximum. Most of the subjects are railroad heralds, both contemporary and vintage, but there are also artwork subjects like EMD F-units, a Reading T-1, a balloon-stack 4-4-0, a whistle, a depot and other such goodies. They sell for $4 each. Send legal-size SSAE for illustrated order form.

In our September 1985 issue we mentioned that the Chrysler Museum of Norfolk, Va., had produced a beautiful poster and catalog of O. Winston Link's night photo exhibit, *Ghost Trains: Railroad Photography of the 1950s*. It turns out that we had talked to the wrong people at the museum and got the price and address incorrect. The 52-page softcover book, which includes the small 33⅓ r.p.m. recording of "The Great Whistle Storm" and Christmas Eve at Rural Retreat, sells for $10 plus $1.50 postage and handling, and the poster is $8 plus $2 postage and handling. Make checks payable to The Chrysler Museum and order from *Jean Outland Chrysler Library*, The Chrysler Museum, Olney Road and Mowbray Arch, Norfolk, VA 23510.

Tom Humphrey and Skip Clark have teamed up to produce *Boston's Commuter Rail—The First 150 Years*, a 112-page 8½"×11" softcover book illustrating the history and operations of the incredible rail network that developed into today's MBTA "heavy rail" system. The photo reproduction is good and the subjects range from steam to F40s. It sells for $17.50 plus $1 postage from *Boston Street Railway Assn.*, P.O. Box 102, Cambridge, MA 02238.

Calendar Call

We receive an incredible number of railroad calendars for review every year, but there's one we always await with special interest: the Westrail calendar. Since its introduction in 1980, the Westrail calendar has been a showplace for the finest talents in Western railfan photography. Publisher Dave Styffe combines the photo content with a creative layout style and text by Ted Benson to produce a product that has yet to be topped.

After a successful but apparently expensive sojourn into color last year, the 1986 Westrail calendar has returned to its all black & white format, the area in which it has always done best. Superbly printed on a quality grade of heavy stock, this oversize wall calendar opens up to 22"×14". A new touch this year is a subtle warm duotone used on the date blocks and most of the photos, and the effect is quite pleasing. The pages are laid out with one big photo and one or more related accent photos on each month's spread—the date blocks, incidentally, list holidays and the phases of the moon, something which can be quite handy in planning night photo sessions or romantic interludes.

Subjects include the WP Fs, *Rio Grande Zephyr*, AT&SF cowls, WSS&YP SW1, SP commutes, Centennials at Hermosa, a BN dead line, Central California Traction and other SP and Amtrak action. The calendar sells for $8.95 postpaid in U.S. (Cal. res. add tax, foreign add $2) from *Westrail Publications*, P.O. Box 300, Glendora, CA 91740.

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:

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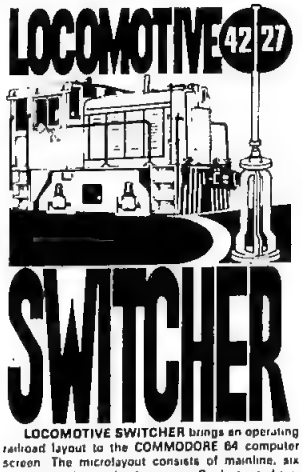

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DELTA PUBLICATIONS

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A brand new offering this year is the "Delaware & Hudson" calendar featuring Jim Shaughnessy's photography. This wall calendar has each photo/date block on single heavy 22″×16″ sheets, staple-bound at the top. The black & white pictures are big (11″×14″), the layout stylish and the reproduction superb. The D&H subjects include everything from the PAs and Sharks to diesel freight action and a few vintage steam-era scenes and the *Laurentian* behind black RS's. It sells for $6 postpaid from *Reznak Rail Enterprises*, P.O. Box 755, Wilkes-Barre, PA 18703.

And they've finally come out with a calendar that features *my* favorite railroad: The Illinois Central Railroad Historical Society has put out an 11″×17″ folded-out wall calendar with black & white inside and color covers. The color views are E-units at Central Station and a going-away view of 4-8-2 2608. Inside are eight very interesting ICRR steam action views plus an SD40 with U33Cs, commuter m.u.s, a quartet of black Geeps and a streamliner with E7s. It's a nice job for $5.00 plus $1.00 postage from Tom Grant, 22539 Arquilla Dr., Richton Park, IL 60471.

While the courts fight out its future, you can enjoy the heritage of the Santa Fe throughout 1986 in full color in Joe McMillan's "1986 Santa Fe Calendar." This large 22″×13″ folded-out wall calendar has excellent color reproduction and attractive layout on Santa Fe subjects that range from cowls in blue and yellow to PAs and Fs in the classic red warbonnet. The scenes are interesting and varied and include a couple of night shots. The calendar sells for $8.95 postpaid (Ill. res. add 6% tax) from *McMillan Publications*, 3208 Halsey Drive, Woodridge, IL 60517. They accept VISA and MasterCard.

The big steam event for 1986 is shaping up to be SteamEXPO at Vancouver during the last week in May. To commemorate this event, the organizers have produced a beautiful full color calendar depicting many of the locomotives that will be participating in the World's Fair festivities. The "host" engine, Royal Hudson 2860, is on the cover, and inside are color photos of SP *Daylight* 4449, Cowichan Valley Shay No.1, NP 0-6-0 1070, UP 4-8-4 8444, Ontario's CPR G5 1201, Sacramento's UP 0-6-0 4466, Alberta's CNR "Bullet-Nosed Betty" 4-8-2 6060, V&T 4-4-0 *Inyo*, BC's 2-6-2 1077, England's *Rocket* and Mt. Rainier's Heisler 91. Throughout the EXPO period (May 2-October 13), all special events are noted on the calendar, including SteamEXPO, May 23-June 1. The 19½″×12″ folded-out wall calendar features very good color reproduction on heavy gloss stock and a spiral wire binder. It is available postpaid in Canada for $8.95 in Canadian funds or postpaid to the U.S. for $7.95 in U.S. funds from *SteamEXPO Calendar*, P.O. Box 34105, Station D, Vancouver, B.C., Canada V6J 4M1.

Nice photo reproduction on an interesting variety of B&O subjects highlights the "Baltimore & Ohio Railroad Historical Society 1986 Calendar." This 11″×17″ folded-out wall calendar is attractively laid out on heavy stock and includes such B&O topics as a Lima diesel switcher, a vintage 2-8-0, Geeps and SDs at Indianapolis, a big 2-8-0, a modernized "Big Six," a "sunburst" GP30 and CNJ Babyface Baldwin at Communipaw, a streamlined motor car, a CI&W 4-6-0, classic F7s, a P7 Pacific and a depot and caboose view. It sells for $4.00 postpaid from *The B&O Railroad Historical Society*, P.O. Box 13578, Baltimore, MD 21203.

Preston George covered the railroads of Oklahoma in the 1940s and 1950s, and his photos are the feature of the "Central Oklahoma Railfan Club 1986 Calendar." Very nicely reproduced on heavy stock, the photos include a Santa Fe 2-8-2, 2-10-4, motor car and E6; a KCS 4-6-0; a Rock Island chisel-nosed Alco and a 2-8-2 on freight; a Pittsburg County Ry. freight motor; a Frisco 2-10-0, 4-6-2 and 4-8-2 and Katy 2-8-2 and 4-4-0. The 11″×17″ folded-out wall calendar sells for $4.00 postpaid from: CORC Calendar, c/o Lawrence Gibbs, 623 McFarland, Stillwater, OK 74074.

And the last calendar submitted before the new year was a real beauty from the Erie Lackawanna Historical Society. This 11″×17″ folded-out wall calendar has very

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clean layout and excellent black & white photo reproduction on EL scenes that include the Bicentennial SDs, SD45-2s at Marion and Binghamton, an E8/F7B combo, Geeps at Binghamton, a pair of F7s at Pond Eddy, business car 2 at night, two-tone green Es on Mill Rift bridge, a trio of new C424s, diesels and "D&H" 4-8-4 302 at Scranton in 1973, Train Master 1861 and SDP45s at Newark. The "Ten Years After" (the demise of the EL into Conrail) EL calendar is available for $4.95 postpaid from the *Erie Lackawanna Historical Society*, c/o Harold Werthwein, RD Box 2188, Columbia, NJ 07832.

Book Reviews

Railroads, by Don Ball, Jr., published by W.W. Norton & Company, 500 Fifth Avenue, New York, NY 10110. 160 10"×11" pages, hardcover; $37.50.

Don Ball is one of our fraternity's more entertaining individuals. He combines the background of an industry professional and the eye of an artist with the infectious enthusiasm of a kid at Christmas. His intensity of interest in railroading is something few of us will ever experience. He has a completely wacked-out sense of humor, and in a conversation he can change topic and direction with the ferocity and unpredictability of lightning from a prairie thunderstorm.

Such an individual cannot produce an "ordinary" railroad book.

Superbly printed in full color, *Railroads* is certainly no ordinary book. Laid out like an "art book," it presents a single photo on each page, and the facing pages are sometimes closely and sometimes loosely related. The caption material is minimal but adequate, some merely factual and some downright lyrical.

The subject matter ranges from roster-like shots of a Rock Island 4-8-4 to a crossbuck

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We have tried to keep those who have ordered the limited collectors edition apprised of the exact publication date. We have also promised to have a firm publication date in this ad. This is an unprecedented project dealing with much archival color (some from the late 1930s, at a time when semaphores spanned the 4-track main!), and much care, time and expense has gone into bringing back the color from many badly faded and color-shifted chromes.

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"I have seen layout proofs on this book and can assure you that Don Ball is working hard to get it to press. Hang in there; it will be worth the wait."—JIM BOYD, EDITOR, RAILFAN & RAILROAD.

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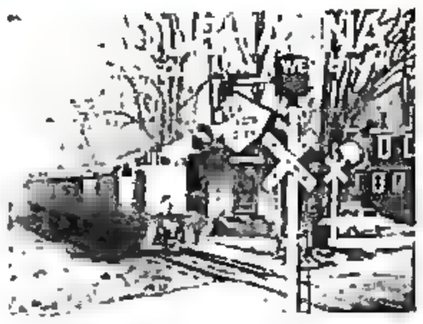

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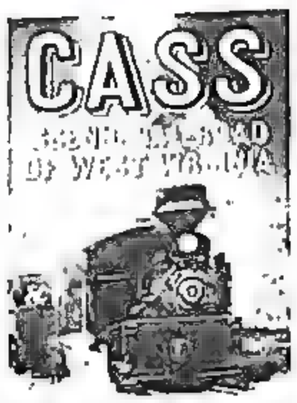

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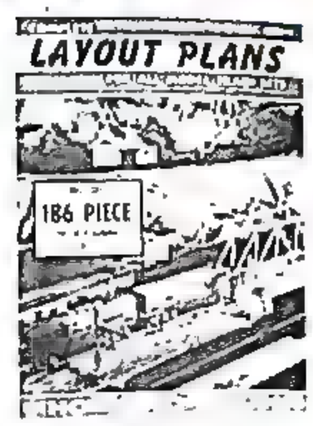

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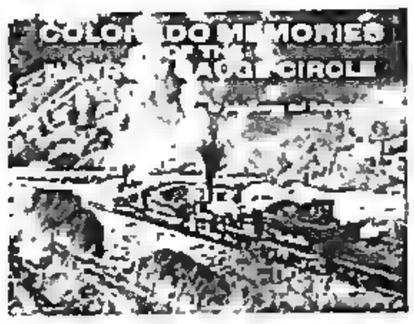

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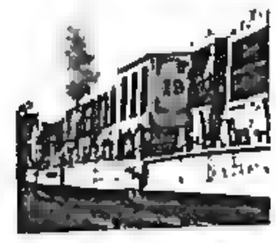

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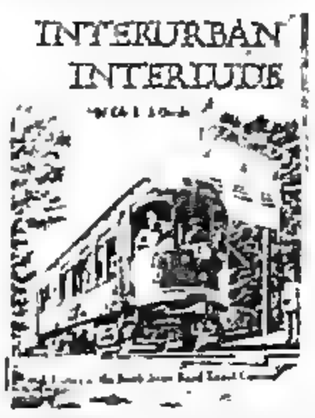

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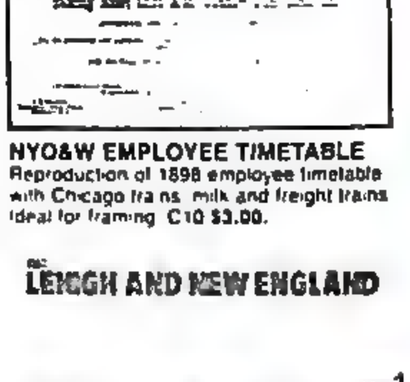

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against a prairie skyscape or a B&M Alco switcher with a lone hopper car. Scenes of vintage steam and first-generation diesels are intermixed with fantrip engines and chop-noses on piggybackers. The book is like a potpourri slide show put on by one of today's most prolific railfan photographers. And there is hardly an image that doesn't stand on its own for creating a mood or feeling. While there is plenty of "roaring sunshine," Don likes to use color in unusual lighting situations, and you will find him trackside in snowstorms, at twilight and moments before a cloudburst. Anyone who has ever picked up a camera and pointed it at a train will come away from this book discovering something new about himself or his craft.

In the dozen-or-so pages of text that begin this book, you are treated to some rambling prose that is not unlike Don in conversation. He hops from one topic to another while giving us a feel for the complexity of his emotional involvement with the railroad and its environment. He relates his mixed feelings about black & white versus color photography while expressing his similar emotions about steam versus diesel—all the time taking us on side trips that include a detailed description of a flight on a DC7, a springtime fantrip in Vermont and a ride on the *Rio Grande Zephyr* that conjures up memories of the EMD FT demonstrator 103. Few people could carry off a book of such diversity or a prose of such varied scope, but Don has done both magnificently—J.B.

The Northern Pacific Railway of McGee and Nixon, by Richard Green, published by Northwest Short Line, P.O. Box 423, Seattle, WA 98111. 270 11″×8½″ pages, horizontal format, hardbound, $39.95.

There was a time when it was perfectly acceptable to combine the love of working for a railroad with the joy of photographing its trains. For the Northern Pacific, its two most devoted chroniclers were Warren McGee (who retired as a conductor) and Ronald V. Nixon (who retired as a dispatcher). Not neophytes in collecting photo credits, their efforts have been extensively published in books and magazines, and as was the NP custom, distributed by the railroad's advertising department. Now their most memorable images are between the hard covers of one book, and no better compliment could be paid.

This is not a history of NP motive power, and it was not meant to be. It is the railway seen through the eyes and large-format cameras of these two men. Neither photographer had the luxury—or liability—of super wide-angle or telephoto lenses. The fact that they used predominantly 4×5 cameras and normal lenses makes their work all the more impressive. They were in a rail environment of lineside signals (lots of semaphores) and operators in depots rather than Interstate highways and radio scanners, and their familiarity with the grass roots operations and countryside comes through in the photos.

Author Richard Green has done a creditable job of capturing that feeling. Chapters are broken up by wheel arrangements rather than by time or geography, giving the reader the opportunity to see the various classes from start to finish, from factory fresh to shop-worn and modified veterans. It put NP main line steam into understandable terms, with a smattering of technical information on each class. Diesels are touched upon, but the book's emphasis is on steam. There's also a catchall chapter of doodlebugs and switchers that rounds the book out nicely, as well as a chapter on the line to Yellowstone National Park.

The photo reproduction is good, and the layouts are clean, with most photos presented in appropriately large sizes. There are maps throughout the chapters, and an unusual feature is the system map printed on the inside of the dust jacket—you can remove the dust jacket and use the map for reference as you read.

There is little text in this book, but that is not a problem. What you get is page after page of marvelous photography, mostly the three-quarter scenic action shots that were the style of the day. A nice touch is the additional caption material, separated in italic type, that goes beyond the where-and-when data to bring in the photographers' thoughts and comments about the various situations. Some may find these asides a tad too nostalgic. I did not. They helped me imagine what it was like to brave the icy cold, to climb a mountain for a better angle and to experience, as much as words can express, the feeling of a Z-class 2-8-8-4 marching out of Livingston.

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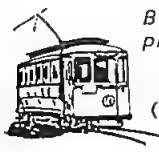

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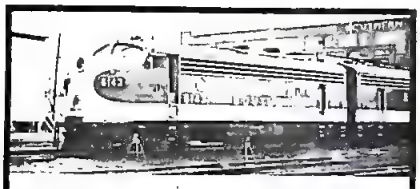

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We'd like you to meet . . .

Alfred P. Di Censo

You will be seeing a lot of Al Di Censo's name in our VIDEOS column, for every month at the Jersey Central NRHS meeting he borrows another handful of tapes sent to R&R for review. A resident of Middletown, N.J., Al is self-employed as a textile products sales representative for several domestic and overseas firms. His business often requires travel, and Al can almost always work in a little bit of railfanning with his trusty, zoom-equipped Canon A-1. While he has gotten in some overseas travel, his favorite destination is the West Coast, where he has spent time at Cajon, Tehachapi and Donner and managed to catch the UP Centennials before they retired for good.

Al grew up in Williamsport, Pennsylvania, where he developed his interest in railroading in this busy area populated by the Pennsy, NYC, Erie and Reading. Though his hometown in the early 1950s was a hotbed of steam activity, young Al was at that time more fascinated by the shiny new diesels that were arriving. "I can't imagine how I could have almost ignored that marvelous parade of K4s, M1s, L1s and I1s and Reading camelbacks and 4-8-4s," he now laments.

He returned to Williamsport after college at Cornell and began to raise a family of four sons and a daughter with his wife Barbara. "We had a fine life and a lot of friends in Williamsport," he observes, "but with the changing industrial climate up there, it became obvious that I was either going to have to leave the textile business or leave Williamsport. It was a difficult decision but a good one; we really like New Jersey."

Only the youngest son, Steve, now age 14, shows any signs of becoming a railfan. He was hooked when he and Dad had their first GG1 cab ride together a few years back at respective ages of 9 and 45. They recently arranged a Conrail cab ride on the former Lehigh Valley and spent a couple of days on Horseshoe Curve, coming home from both trips with great photos. In addition to his membership in the Jersey Central NRHS Chapter, Al is active in the North Jersey Coast Line Advisory Committee, a commuter-advocacy group working with N.J.Transit to monitor and improve commuter service on the former New York & Long Branch.

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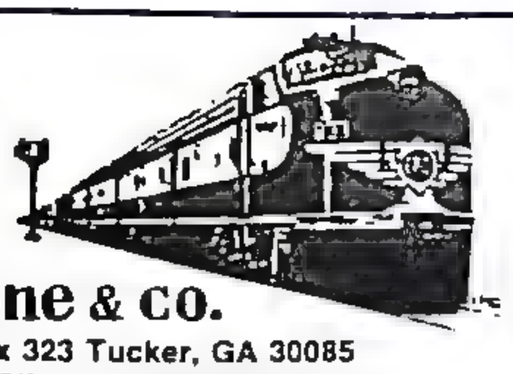

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Transit Currents

Dallas makes a decision

On Tuesday, August 27, 1985, the Dallas Area Rapid Transit Board voted favorably on the rail system that will work to shape the city of Dallas for many decades. At the heart of the matter is the decision to build three subways in downtown Dallas and another subway beneath three miles of the North Central Expressway.

In the downtown area there will be one subway under Pacific Avenue; it will connect the light rapid transit lines to the North Central Expressway and to the Oak Cliff line. Another subway will run under Griffin Street past City Hall; it will connect the Irving-Carrollton lines with a line to South Dallas. Another subway will be build under Elm Street; it will connect the East Dallas and West Dallas rail lines. The Pacific Avenue and Grifin Street subways will be completed by 1995. The Elm Street subway will be deferred and will be built between 2005 and 2010. The downtown subway mileage will total about five miles and will cost $457 million to build plus $15 million for right-of-way acquisition. All these costs are in 1985 dollars.

The North Central Expressway between the LBJ Freeway and downtown Dallas is heavily involved in the rail project. The highway portion of this will consist of eight lanes at or above grade north of North West Highway, run depressed from North West Highway to downtown Dallas, and have frontage roads constructed above the expressway. This will cost $350 million and is expected to be ready about 1993. The highway will be elevated or at grade along the Southern Pacific Railroad right-of-way from LBJ Freeway to Mockingbird Lane. The new light rail transit line will run in a tunnel under the expressway from Mockingbird Lane to downtown Dallas. It is expected that the rail costs will be $507 million, which includes $217 million for the subway from Mockingbird Lane to downtown. The planners estimate that the subway will take 69 months to complete. However, work north of Mockingbird Lane can be finished before then.

Will we ever see J.R. Ewing take the subway to work? What's going on in Dallas transit is more exciting than the television show. By the time the entire rail project is finished, in about 30 years, the Dallas rail transit system will be second in size in the U.S. only to New York City.

News from the Golden Gate

The last weekend in August saw the delivery of three prototypes of new cars for the Bay Area Rapid Transit System. The cars, supplied by France's Soferval, Inc., will undergo six months of testing before the go-ahead is given to construct 150 additional cars at a plant newly acquired by Soferval at Union City, California. The new cars, dubbed "C" cars, are blunt-ended and contain cabs in each end so that they can be operated anywhere in a train. The present blunt-ended "B" cars need one of the shovel-nosed "A" cars to operate because only the A cars have cabs.

The San Francisco Municipal Railway is going to operate considerably more transit service on Market Street. Starting in early August, there will be four lanes devoted to buses, both diesel and trolley buses, and two of those lanes will be shared by streetcars. Market Street is now the site of the San Francisco Historic Trolley Festival; in the future, when a new streetcar line along the Embarcadero is finally open, the Market Street cars will also run on that line out to Fisherman's Wharf and, probably, to the Caltrain rail commuter station at 4th and Towsnsend Streets.

There are still many bugs in the newly-renovated cable car system. The depression

DAVID L. PHARR

SAN FRANCISCO continued its popular Trolley Festival in 1985. Among the participants was Vera Cruz open car 001, shown on Market Street near the Powell cablecar turntable.

BY GEORGE M. SMERK

beams that are used to keep cables in the slots have been subject to cracking. Agreement is needed on a new design before retrofit takes place. There is still a lot of noise generated by the system; consultants say that many of these clattering and bothersome noises are caused by the cables dragging across pulleys in the slot and that they cannot be eliminated. The hatch plate covers rattle badly and will be ground down in order to seat better on the frames that hold them.

Another major problem has been blown-out fuses on the four large motors that power the cable car system due to fluctuation in electrical power. The power shutdown stops the cable cars dead in their tracks.

The turntable latch at Powell and Market Streets has proven faulty, and the traffic signal at California and Powell Streets, which gives preference to the approaching cable cars, doesn't work. Still another traffic signal at Mason and Washington Streets hasn't worked, either.

Down the peninsula a bit, the San Mateo County Transit District is going to support a proposal for a countywide ballot that, if approved, will permit construction of the new BART station in Colma. The station is expected to cost $66 million and will be built south of a $150 million storage yard and train turnback facility now being constructed just beyond the present Daly City Station.

Our kind correspondent is Thomas W. McGarry.

Second Indiana Traction Meet

About 60 persons from all parts of the U.S. attended the Second Indiana Traction Meet at Indianapolis on September 14, 1985. The meeting, organized and hosted by Ronald A. Morris and Dr. Howard Blackburn, was a festival of slides and movies concerning the Indiana Railroad and other Indiana traction delights. Much of the concentration was on the IRR, which departed this world as an operating property in January 1941. It has not ceased to be green in the memory of many people, as witness the turnout.

Ron Morris started the program with slides on both the IRR and Indianapolis Railways. Doc Blackburn followed with movies on the IRR and many other electric traction operations in the Midwest and elsewhere. Harvey Hylton had an excellent and extensive slide presentation on Indianapolis Railways featuring the two series of Master Unit cars that provided most of the service during the last 20 years of Indianapolis Railway's history. Some large Peter Witt cars from Cleveland and Akron were also featured.

Super cameraman Bill Warrick started off his movie show with some very rare footage of the Northern Indiana Railway in the South Bend area. (If anyone has any movies of the Northern Indiana, please let me know, and I'll notify Bill. He has been just about stumped in finding more than about three minutes of motion pictures on this property.) Earl Clark had a fine historical slide show on the Cincinnati, Lawrenceburg & Aurora Railroad, including some excellent coverage of the disposition of the CL&A cars to the Sand

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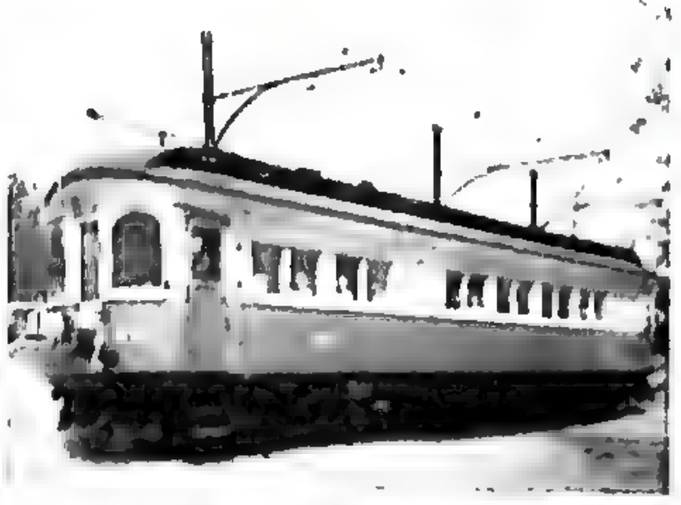

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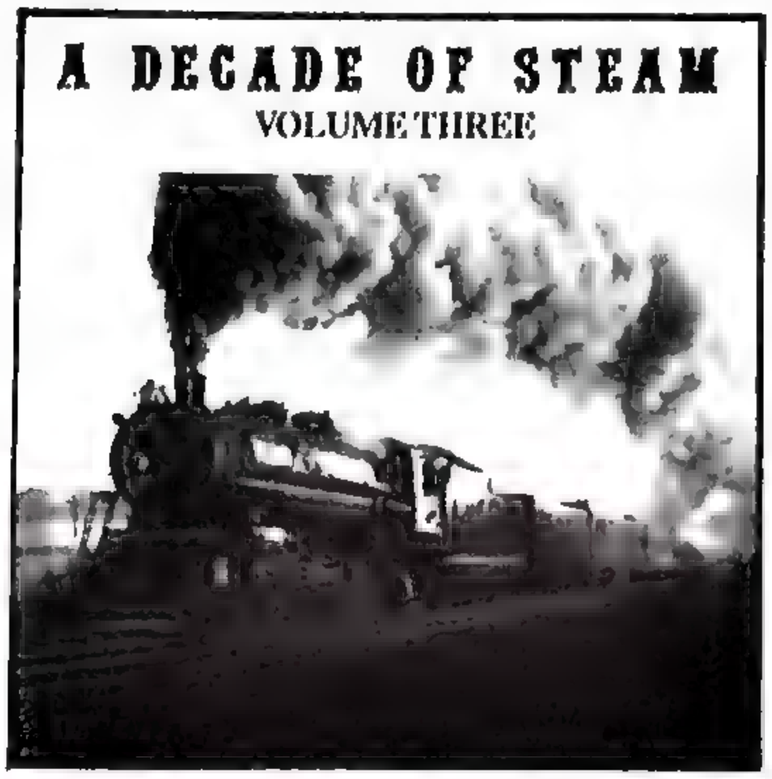

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Transit Currents

BY GEORGE M. SMERK

Springs Electric Railroad in Oklahoma. Dick George provided a large variety of excellent movies on the IRR, and Jim Shuman finished up the program with a slide presentation showing IRR and Cincinnati & Lake Erie cars at work on the Lehigh Valley Transit and on the Cedar Rapids & Iowa City.

It was a very satisfying and interesting program which, in addition to the movies and slides, included a display of IRR O-scale models and a large collection of photos of the IRR, Cincinnati Railways and many other Midwestern transit properties. There may be a third Indiana Traction Meet next year. Keep your eyes on the TIMETABLE column in this magazine.

It was an enormous pleasure to see some fine movies of the Indiana high speed cars taking the long curve from where the tracks parallel 38th Street in Indianapolis to where they parallel the Big Four right-of-way. There were great shots, mostly in black & white but many in color, of the traction terminal in Indianapolis and the interurban stations in Fort Wayne, Anderson and other places. Pacing is not new; there were fine movies taken along U.S.31 south of Indianapolis with an Indiana Railroad high speed car at speed. All in all, a wonderful way to spend a Saturday from 11:00 in the morning to 9:30 at night.

New Orleans looks ahead

New Orleans celebrated the 150th anniversary of the St. Charles streetcar line in September 1985. Streetcars are apparently going to be more than just a fragrant memory in New Orleans as more and more serious consideration is given to expansion of streetcar or light rail service in the Crescent City. While none of the plans will mature in the very near future, serious thought is being given to putting streetcars back on Canal Street. Last year marked a quarter century since the lamentable idea of removing the cars from Canal Street was first broached. Many of the Canal Street cars were cut up for scrap when the line was discontinued, while other cars were scattered outside New Orleans. BOSH (Bring Our Streetcars Home) intends to return the former New Orleans cars. The cars that BOSH is interested in would probably be returned to the St. Charles line and be refunished as part of the general rehabilitation of the current St. Charles car fleet.

A major proposal now under consideration in New Orleans is for a new line along the waterfront. It and the Canal Street line would be built to standard gauge so that there could be through running and, at some time in the future, use of existing rail lines for expansion of light rail service.

There has been a strong push by Mayor Morial for the riverfront streetcar line which would connect the French Quarter with the reviving warehouse district. The Riverfront Transit Coalition commissioned a study by the planning firm of Daniel, Mann, Johnson & Mendenhall which recommended a two-mile line along the waterfront. On the east it would run west from Esplanade Avenue and Elysian Field (near the U.S. Mint) with stops at Governor Nicholls Street, St. Philip Street, Jackson Square, Conti Street, Canal Street, Poydras Julia Street (near the New Orleans Convention Center) and Calliope Street, to the west terminal at Terpsichore Street.

Thanks to Jim McGrane, Frank Sellers and Charles H. Bogart for the information. For an interesting and detailed discussion of the St. Charles line and some of the proposals for the future of transit in New Orleans, see the August 1985 (Vol. 55, No. 8) issue of the *ITE Journal*, a publication of the Institute for Transportation Engineers.

Flashes

Mitchell Green sends news from MIAMI that tough demands on the part of the Florida East coast Railway torpedoed the plan for a commuter rail shuttle in South Dade County that would connect with te new Metro Rail Rapid Transit System. A rail bus (probably the British Leyland/British Rail Engineering vehicle) was proposed to operate between Cutler Ridge and Metro Rail's Dadeland south Station during rush hour.

Good news for the Chicago Transit Authority. In late May 1985 the extension to **O'HARE AIRPORT** carried its one-millionth rider. This was about three months ahead of CTA's expectations.

At $119.7 million, a proposed peoplemover for O'Hare is the largest single proposed construction contract in Chicago's governmental history. A fight has broken out between Westinghouse Electric Corporation and foreign competitor Matra S.A. of Paris, France, on two bid situations. The builders have taken turns being the low bidder, with Westinghouse the first. The second time around Matra was chosen to build the peoplemover and, as one would expect, court suits and allegations are flying in all directions. The peoplemover is a part of a $1.5 billion improvement program for the busiest airport in the world. The driverless transit system is to operate for 3.2 miles from a new remote parking lot for automobiles through the rental car area to the airline terminals. In effect, it is to be a pocket-sized rapid transit system within the airport, somewhat bigger than the operations in Atlanta, Seattle, Tampa and Houston and smaller and less complex than Dallas/Fort Worth. Steve Scalzo sent the information.

A hush falls on **NEW YORK CITY**: Westway is dead! Governor Mario Cuomo and Mayor Ed Koch have thrown in the towel and decided to trade in the Interstate Highway System money that was to be devoted to the enormously expensive underground highway and real estate development proposal and, instead, use the money for other highway and transit improvements. New York's MTA has not announced plans for the use of the Interstate trade-in money, but the capital needs for transit improvements average $1.4 billion a year.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

EMD invades England

On December 12-13, 1985, the first Foster-Yeoman JT26CW-SS locomotive, No. 59001, was tested on the Burlington Northern near Chicago. Foster-Yeoman, Ltd., owns a large stone quarry in Great Britain and is one of British Rail's largest customers. The heaviest trains presently hauled in Great Britain are the Foster-Yeoman stone trains.

Four new GM locomotives have been purchased by F-Y to haul the stone trains, the first American-built diesels to be used on the British Rail main lines (F-Y has the only EMD unit in England, an SW1001). Essentially an SD50 compacted to fit the BR loading gauge, the double-ended cowl units are rated at 3000 h.p. with 50-series controls and the high adhesion Super Series wheel control system. One new Class 59 JT26CW-SS will replace two BR Class 56 or Class 20 units on the majority of the stone trains.

The 59001 left the EMD plant in La Grange, Ill., at noon on December 12 and ran via the IHB to Congress Park and on the BN to Clyde Yard in Cicero. From 10:00 p.m. on the 12th until 6:00 the next morning, it was tested at speed on the center track of the BN's commuter zone between Belmont Road in Downers Grove and Eola Yard near Aurora. It was returned to La Grange that afternoon. By the end of December all four units had been painted into a blue and yellow livery similar to British Rail and loaded on flatcars for shipment to Newport News for export—BRUCE R. MEYER.

PHOTOGRAPHY BRUCE MEYER

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Railnews

NEW FROM LA GRANGE Electro-Motive Division of GM has just outshopped some "different" looking units. The last five (3158-3162) GP50s of the Burlington Northern order (3110-3162) were delivered in December 1985 with cabs about two feet longer than usual. These "full crew" cabs have their front wall moved forward, giving them a CF7-like appearance. Modified cabs of a different sort typify the new GP59 and GP60 demonstrators. The front walls of the new cabs angle forward from the side wall to the window centerpost, similar to the design of the Alco Century series units. This gives more space inside a relatively conventional cab. Something which will be unique to the demonstrators and not anticipated on production units is the gentle rounding of the front edges of the cab—the aerodynamic improvement is not justified by the additional manufacturing cost. The GP59 demos are numbers 8-10 and are rated at 3000 h.p. with twelve-cylinder 710 engines; the GP60s are 5-7 and pull 3800 h.p. from 16-cylinder 710s.

Meanwhile, three of the four SD60 demonstrators (1, 2 and 4) have been sold to Conrail (SD60 No.3 remains an EMD Engineering Department unit). The trio completed two weeks on the D&H in mid-December and was handed to Conrail at Harrisburg. The SD60s, are rated at 3800 h.p. with the 710 engines, while the SD50s with 645s are 3600. The Union Pacific has placed an order for 60 SD60s to begin delivery in late March. The Burlington Northern has acquired three SD60s (8300-8302), and Norfolk Southern is into their second order (6550-6553/6554-6603). In mid-December, the Chicago & North Western received the first of its 35 SD50s (7000-7034) which will be replacing SD40/SD45 road sets on a two-for-three basis.

NEW FROM ERIE Conrail has announced that it is purchasing 22 C39-8s (6000-6021) for second-quarter 1986 delivery. Conrail already has ten C32-8s (6610-6619) in the Dash-8 carbody, along with 25 C36-7s (6620-6644) in the Dash-7 styling. Presently, N&W has the only other fleet of C39-8s (8552-8613), while Santa Fe and BN have three each B39-8s and B32-8s respectively.

There have been some changes on the second order of C36-7s for the People's Republic of China. While the first 220 units (0001-0220) were fairly conventional in appearance (see November '84 R&R, page 2), the second 202 (0221-0424), which began delivery via Newport News in late 1985, are strikingly different. They have very large front and cab side windows and a much smaller short hood, along with a close-clearance cab roof contour. They are equipped with dual controls in a "console" layout, and they have refrigerators and hotplates for crew convenience.

THREE NEW LOCOMOTIVES In late 1985, three long-awaited steam locomotives became operational. In Louisville, the Kentucky Railway Museum fought some teething troubles but pulled off an excursion to Lexington on October 26 with their L&N light Pacific 152. And in Hamburg, Pennsylvania, the Blue Mountain & Reading completed overhaul of its ex-Gulf, Mobile & Northern light Pacific 425 (one of the few engines to escape the ill-fated Paulsen Spence collection in Louisiana) and ran it on three Christmas Shoppers' specials on Conrail from Reading to Norristown for connections into Philadelphia.

Add another Van Sweringen Berk to the list of the living! On November 30, 1985, the crew from the Michigan State Trust for Railway Preservation got Pere Marquette 2-8-4 1225 under steam and moved her around the Owosso, Mich., shop area for a test run. The weather was miserable, but the 1225 was a real beauty.

MEANWHILE, DOWN IN BIRMINGHAM A visit to the Norfolk Southern steam shop in Birmingham, Ala., in November 1985 revealed pieces of 2-6-6-4 everywhere. Norfolk & Western Class A 1218, removed on May 10 from the Roanoke Transportation Museum, has been pretty much gutted out while undergoing restoration. Flues and superheaters are out, and the cab and jacketing have been removed. The rear drivers were out and lined up for turning, and the trailer truck had been removed. Rusted panels were being removed from the tender. (They also just bought ex-L&N canteen 614B from Ross Rowland for the 1218.) Doug Karhan, Master Mechanic-Steam, said that there were "no surprises" when the locomotive was opened up and major components were removed, but much work would be involved to make her serviceable. He feels, however, that there should be nothing to stand in the way of a mid-summer 1986 return to service—JOHN SISTRUNK.

CHICAGO & NORTH WESTERN One of the classiest Directors' Specials the C&NW has ever assembled departed Chicago on October 14, 1985, for the railroad's new yard and facilities at Bill, Wyoming, in the Powder River coalfields, where the officials toured several mines. The ten-car train of office cars included the UP sleeper *Omaha*, the recently-acquired diner *Cedar River* and full-length dome/lounge *Powder River* (ex-Milwaukee 53) plus theater-obs *Fox River*. The motive power was an impressive A-B-B-A set of "Presidential Fs," with the B-units making their debut after being rescued from the Oelwein dead line—and the entire set got the full "streamliner" paint scheme with the addition of the traditional two-inch black side stripe ending in miniature heralds on the flanks of the A-units. In a splendid bit of subtle corporate humor, the HEP generator B-unit at the head of the train carried the name *Oak Creek*, as in Oak Creek, Wis., site of the huge Wisconsin Power coal-fired generating station south of Milwaukee, one of the C&NW's biggest unit-train customers. The train carried C&NW GP50 5078 as a cab-signal pilot over the UP between Fremont and South Morrill, Nebraska. See page 2 for color photo.

NEW HAVEN Although they are not yet in regular commuter service due to an insufficient supply of new Bombardier HEP-equipped cars for them to pull, the Connecticut DOT's four MK-rebuilt FL9s in full New Haven livery are proving to be very popular fantrippers. On October 19, the New Haven R.R. Historical & Technical Association sponsored the *Husking Bee* fantrip behind the 2002 and 2019 from New Haven to Grand Central Terminal in New York City and then up the Hudson River line to Poughkeepsie. The return was then inland from Beacon to Danbury and South Norwalk. The NH FL9s have been used occasionally on the two Metro-North HEP consists to Poughkeepsie and some special moves, but they as yet cannot be found on any predictable schedules. See the fantrip photo on page 2.

Meanwhile, ConnDOT has purchased from the Penn Central estate the former-NH main line from the New York-Connecticut state line to New Haven plus the New Canaan, Danbury and Waterbury branches. The deal was originally set at $16 million to take place in the year 2031, but it was finalized in 1985 for $8.25 million. The old NH main west of the N.Y.-Connecticut line is owned by New York MTA. East of New Haven to the Massachusetts state line it is owned by Amtrak, with the MBTA owning from there into Boston.

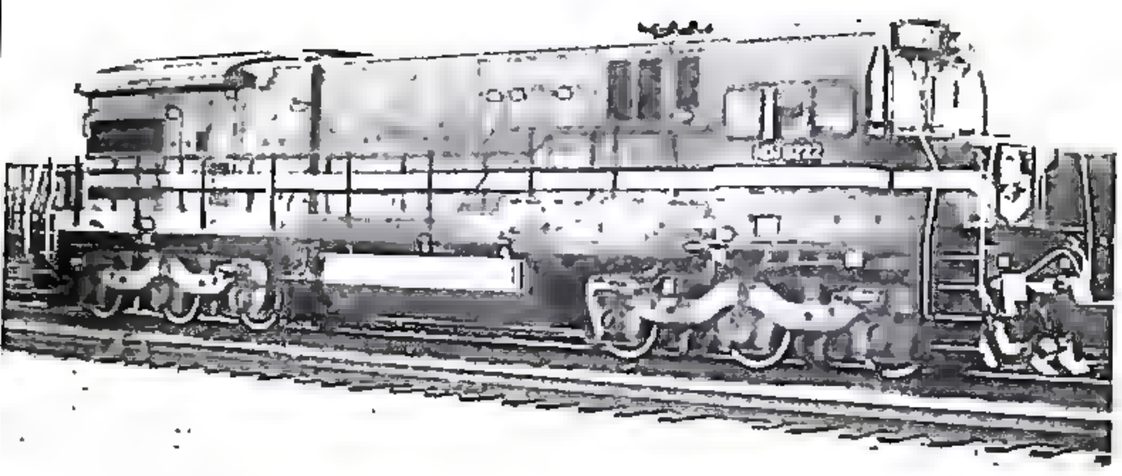
SP'S LAKEVIEW BRANCH On January 17, 1986, the Southern Pacific will abandon its Lakeview Branch, which was featured in the January '86 R&R. Aided by a matching grant from the state, Lake County, Oregon, will purchase the line for $550,000 and assume its operation. The Great Western Railway of Loveland, Colorado, has been contracted to run the line, and in early January a GP7 and GP9 were dispatched to Oregon from Colorado to provide the motive power. A general manager from the GW will be brought in, but all operating employees will be hired from the local Lakeview area. The trains will run twice a week plus "as needed." They hope to purchase the old N-C-O depot for headquarters.

The four major customers in Lakeview (Wood Grain Moldings, Lakeview Lumber, Fremont Sawmill and Louisiana Pacific) will use an estimated 1200 cars a year, and they will subsidize the operation with a surcharge of about $150-$200 per car. Interestingly, one new customer will be trying out the service. Snow Mountain Pine from Burns, Ore., isolated along with the Oregon & North Western when the UP connection was flooded, will be trucking its lumber to Lakeview for loading. Meanwhile, the SP will close its train order office in Alturas.

What will the new railroad be called? Nobody knows yet. They are holding a "Name the Railroad" contest in Lakeview with the winner to be announced in late January—DAVID C. LUSTIG.

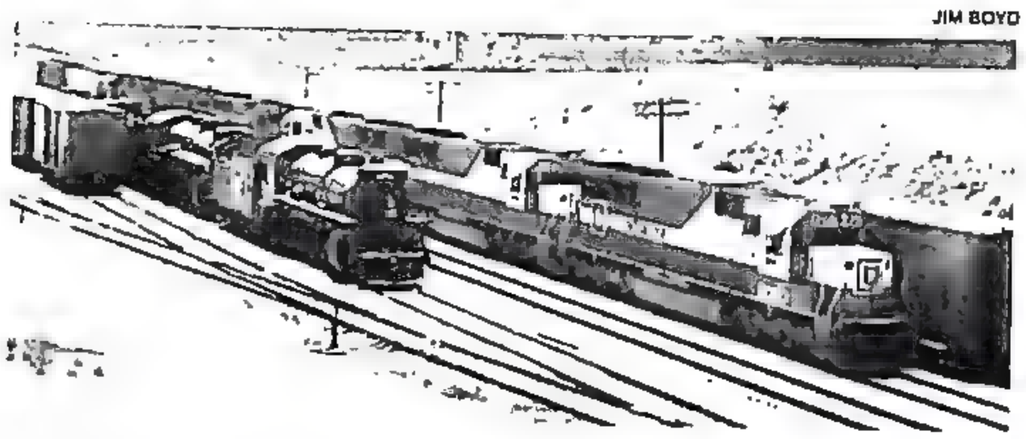
VANCOUVER STEAMEXPO Plans are beginning to firm up for SteamEXPO at the Vancouver Worlds Fair from May 23 through June 1, 1986. Festivities are to begin with a Grand Parade of Steam into the EXPO site on May 23, followed by displays of probably over two dozen live steam locomotives. British Columbia's resident Royal Hudson, 2860, will be the "host engine," and the large engines expected to be present are Ontario's CPR G5 4-6-2 1201 (the first to arrive and already in Vancouver), Alberta's CNR Bullet-Nosed Betty 4-8-2 6060 (just contracted for overhaul by Granville Transportation of Vancouver), Southern Pacific *Daylight* 4-8-4 4449 and Union Pa-

WILLIAM J. WILCOX

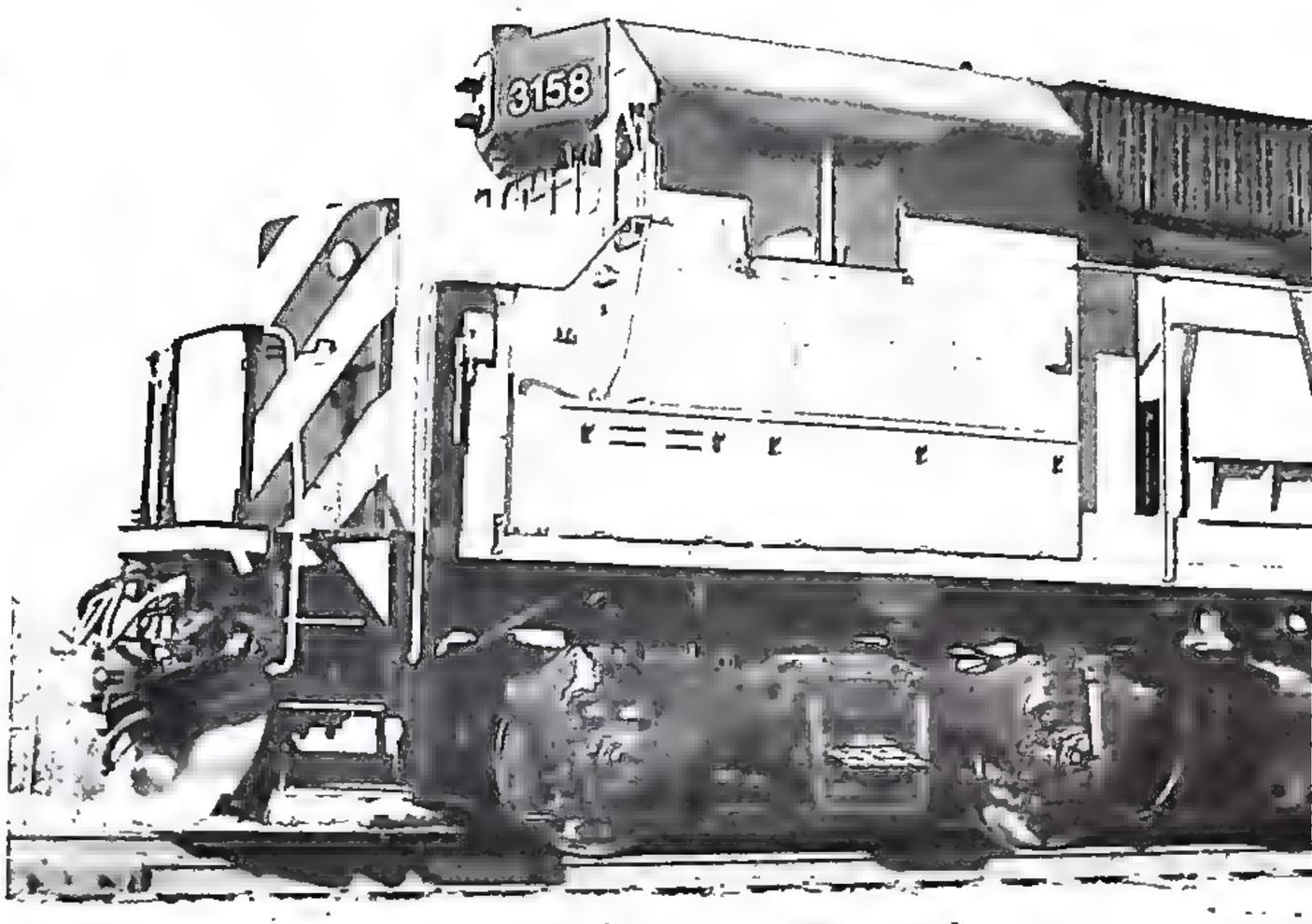


NEW FROM ERIE with cab modifications and bound for China is C36-7 0222 on MP in St. Louis on October 30, 1985.

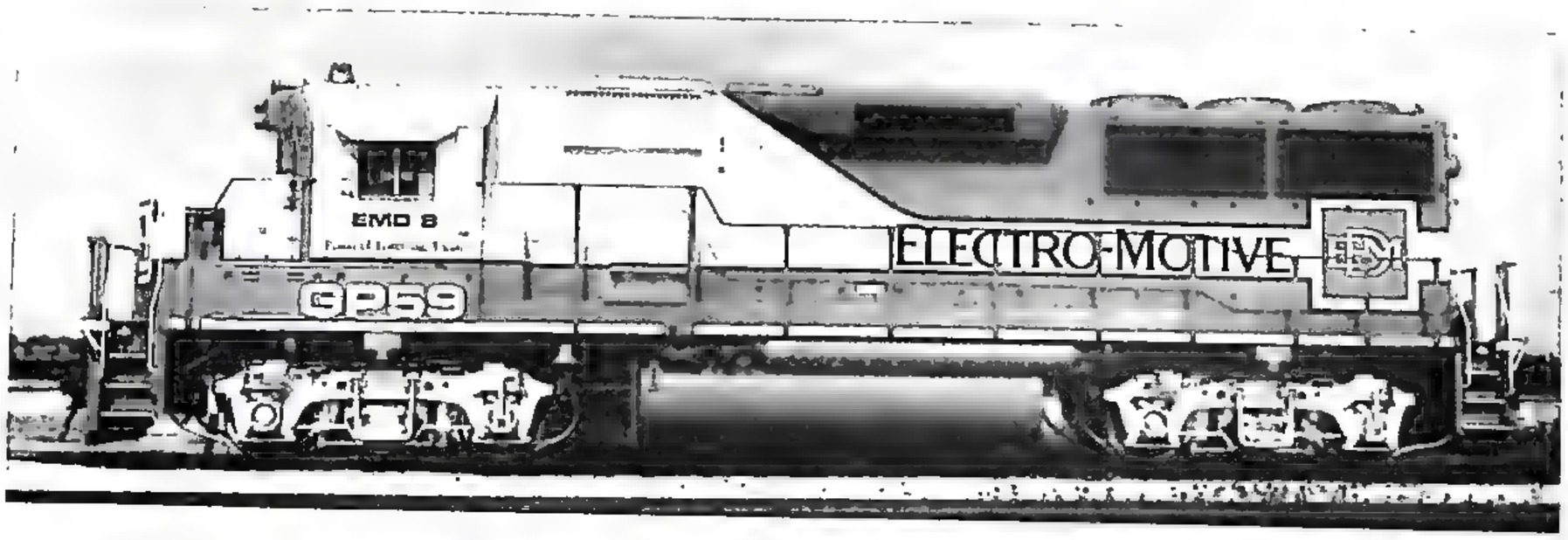
JIM BOYD



NEW FROM LA GRANGE is GP59 demonstrator set (right) 8-10 with cab front angled out beneath the headlight; GP60s will be similar. SD60s 1, 2 and 4 made their last demonstration tour on the D&H (above, at Oneonta on December 14 passing Steamtown engines) before being sold to Conrail. Burlington Northern got "full crew" cabs on GP50s 3158-3162 (top right). The front was moved forward about two feet.



TWO PHOTOS EMD



DENIS CONNELL

THOMAS R. SCHULTZ

JAY WILLIAMS

JOHN SISTRUNK

THREE NEW LOCOMOTIVES are now under steam. Blue Mountain & Reading ran ex-GM&N 4-6-2 425 to Norristown on November 29, shown (above) at Pottstown. Kentucky Railway Museum ran L&N 152 (above right) to Lexington on October 26, and the Michigan State group test ran Pere Marquette 2-8-4 1225 (right) on November 30.

MEANWHILE, IN BIRMINGHAM, N&W 2-6-6-4 1218 is opened up for overhaul, shown in November 1985.

cific 4-8-4 8444. Norfolk Southern has declined to send N&W J 611, preferring instead to concentrate its time and money on the restoration of 2-6-6-4 1218; NS will be represented, however, by the *Best Friend of Charleston* replica. Due to the expense of the journey, other big engines like NKP 2-8-4 765 and C&O 4-8-4 614 will not be attending, and the "unfinished" projects like the Santa Fe 4-8-4 and SP 4-6-2s will, of course, be absent. Quite a number of smaller engines from the Pacific Northwest and West Coast, however, will be there, including the V&T 4-4-0 *Inyo* and numerous tourist road and museum engines. The Union Pacific has made a generous offer to transport any such locomotives that can be loaded on flatcars, and the final tally is as yet incomplete.

There has been much speculation about foreign engines, but the only one that is commited as of January 1 is the *Rocket* replica from the museum in York, England. Promising discussions are under way with the People's Republic of China to bring over a brand new locomotive from Datong, but nothing is yet firm (the rumors about China sending a newly-built replica of an SP 4-8-2 are pure fantasy). Also in the negotiating stage is a plan to run one of the big engines each day on a series of short main line round trips out of the EXPO site. Royal Hudson 2860 will be at the SteamEXPO site, and 2-8-0 3716 will be taking its place on the regular BCR runs to Squamish.

With the Burlington Northern steadfastly refusing to let any steam "interfere with our customers' traffic," there is no convenient rail route from the U.S. into Vancouver, and the participation of the 8444 and 4449 is still subject to some question. As of January 1, there were conflicting reports from the most authoritative sources as to how and even whether the big Northerns would go north. One option has then going via the Spokane International and up the CPR via Cranbrook, Golden and Banff. However, plans are also being studied to transport them—or possibly only the 8444—on the Alaska Hydro Train ferry into Vancouver.

If you wait until May, tickets to EXPO are going to be about $20 per day, with hotel space in the area running around $80 per night (Canadian money). The day tickets and multiple-day passes to EXPO can be purchased in advance at discount rates, with the discounts getting less as opening day nears—if you want to buy in advance, do it as soon as possible for the best price. There are a number of package tours available that include lodging, train rides and multiple-day EXPO passes but leave you a flexible schedule. For information, call Gray Line Tours toll-free at 800/663-6446. For further information and tour package brochures, write: SteamEXPO, P.O. Box 34105, Station D, Vancouver, B.C., Canada V6J 4M1. You can also subscribe to the SteamEXPO newsletter, *The Pacific Express*, for $6 (in U.S. currency for U.S. subscriptions). A subscription includes all back issues to date and first class mail (make checks payable to "SteamEXPO"). The Worlds Fair runs from May 2 through October 13, with the SteamEXPO activities limited to the May 23-June 1 period. One parting thought: SteamEXPO is early enough that it comes *before* the summer crush of tourists and before school lets out, which should mean that lodging will not be impossible and the crowds won't be overwhelming.

THE ALLEGHENY RAILROAD Believe it or not, a new *logging* railroad is being developed in northwestern Pennsylvania. Hammermill Paper Company owns about 1.5 million acres of timber along the old PRR line from Emporium to Erie, Pa., and on September 3, 1985, they held a ribbon-cutting ceremony for the new Allegheny Railroad at Warren, Pa., about mid-point on the 125-mile line. To supply the paper mill at Erie, the Allegheny will handle woodchips in high-capacity hoppers and "long wood" (logs) with a 90-car fleet of new 75-foot skeleton log cars. It will be a common carrier, and there are already a number of local customers on the line. Prior to the creation of the Allegheny, the middle part of the line was being operated by Sloan Cornell as the Irvine, Warren, Kane & Johnsonburg R.R. (he still operates the Knox & Kane, which connects with the Allegheny at Kane). The western end of the line, however, had been unused for a number of years. A $10 million budget will bring the entire line up to 40-m.p.h. standards.

As 1986 begins, the Allegheny has three locomotives: two ex-Conrail/PC GP40s (3242 and 3251, now ALY 101 and 102) and ex-Santa Fe CF7 2521, acquired through the Blue Mountain & Reading. The line is headquartered at Warren, Pa., where the GP40s are kept. On Monday, Wednesday and Friday they work west to Irvine, and on Tuesday, Thursday and Saturday they run east to the B&O interchange at Johnsonburg. Conrail handles the local switching on the east end between St. Marys and Emporium, and the CF7 is kept at Corry to handle local work there to the Conrail interchange. As track rehabilitation proceeds and the entire line becomes serviceable, these operations will likely change. The log trains are expected to begin running sometime in 1986. See page 63 for a color photo of GP40 101—RICHARD E. BRADLEY.

QUABOAG TRANSFER The Central Vermont's *Rocket* piggybacker, which was discontinued a couple of years ago, has been resurrected under new ownership. Kirk Bryant, Sr., owner of Quaboag Transfer of Palmer, Mass., has taken over the piggyback terminals at St. Albans, Vt., and Palmer and on November 17, 1985, commenced operation of his dedicated *Quasar* piggybacker. Operating three times a week in each direction (southbound Sunday, Tuesday and Thursday and northbound on Monday, Wednesday and Friday) the train departs St. Albans or Palmer at 6:00 p.m. and completes its run at 2:00 a.m. Motive power is two ex-CV RS11s, 3606 and 3611, acquired through a lease-purchase arrangement with the CV. Painted and lettered for Quaboag (see page 63 for color photo), the units will be maintained by the CV. Quaboag Transfer also has former-Providence & Worcester GP9 1701, which works their lumber unloading facility at an industrial park in Palmer. Jack Bliss, the man most directly involved with marketing the *Rocket* for CV, has been hired to manage and market the *Quasar* for Quaboag—ALAN E. IRWIN.

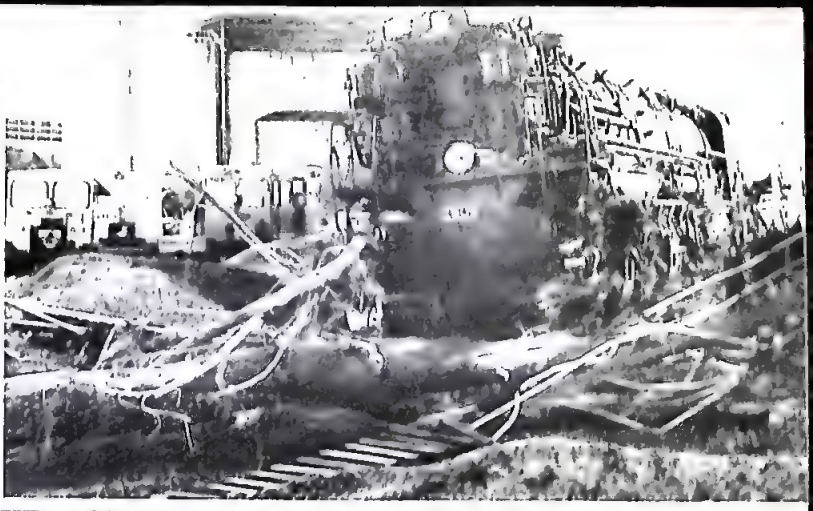
HURRICANE JUAN While Hurricane Gloria grabbed the national headlines by lambasting Long Island and causing great inconvenience but little real damage, it was the remnant of Hurricane Juan in the first week of November that dealt severe and lasting blows to railroads in the Appalachian region. After smashing into Louisiana and drenching much of the Deep South, Juan straggled its way up through Virginia where it stalled on November 4 and dumped continuing rain into the narrow valleys. Heavy flooding of the Potomac wiped out critical miles of the state-owned South Branch Valley R.R. in West Virginia, likely striking it a death blow. A few miles away, the same rains swelled the Greenbrier River and washed out many stretches of the old C&O line between Cass and Durbin, W.Va., used by the Cass Scenic Railroad for excursions. This now firmly isolates Cass, and there is serious doubt whether any attempt will be made to restore the line. Back up on the Potomac, the waters were over the track on the B&O bridge at Harpers Ferry, and the Brunswick yard was flooded. The recently-restored Point of Rocks depot, however, was untouched. Further west, the Cheat River swept out the B&O bridge at Rowlesburg, while sparing the depot and Mrs. Howard's Hotel. There were numerous washouts on the Cumberland-Grafton line, and one freight plunged down an embankment, drowning the fireman who was on a trailing unit at the time. A new single-track bridge was opened over the Cheat on the weekend after Thanksgiving. The Sand Patch line also suffered some mudslides and washouts.

Further south, the C&O's James River line was hit in several places. The town of Buchanan, below Clifton Forge, for example, had its depot swept off its foundation, rotated 90° and dumped against a store building. Many units were damaged on the C&O and N&W when flooding hit yards at Lynchburg, Roanoke and Richmond. The Roanoke Transportation Museum was severely damaged by floodwaters. The most obvious example was C&O 2-6-6-6 1604 being undermined and tilted against a Wasena Street bridge pier—N&W 2-6-6-4 1218 had been right beside the Allegheny before being removed to Birmingham. There is speculation that the museum will not reopen until a less vulnerable site can be found. Over on the N&W, many business cars and Roanoke Chapter NRHS passenger cars were damaged by high water. Juan will not be quickly forgotten.

CHALLENGER 3985 In December 1985 the Union Pacific notified the Denver railfan organizations that it would not be able to schedule excursions behind 4-6-6-4 3985 in 1986. There is no problem with the locomotive, but the UP is beginning a program of overhauling its passenger car fleet and will not be able to field a consist for such trips. Family Days, Old Timers excursions and any 8444 trips will be run in 1986 with reduced consists and approved only on an individual basis depending on equipment needs. While the passenger car program is expected to take four years to complete, only 1986 should

TODD MULLENS

BELOW AND RIGHT: RICHARD D. STEELE



HURRICANE JUAN left a path of destruction in the first week of November 1985. C&O 2-6-6-6 1604 was undermined and piled with debris as floods nearly wiped out the Roanoke Transportation Museum. The B&O lost its bridge (top left) over the Ghent River at Rowlesburg, W.Va., while on the C&O James River line GP30 6947 was floated at Lynchburg and the depot at Buchanan was swept off its foundation.

ROBERT M. BALL

DAKOTA RAIL has taken over BN's former-GN Hutchinson branch in Minnesota. Dakota F7s were at Spring Park on December 12.

CHALLENGER 3985 ran Speer to Laramie for Denver's Intermountain Chapter NRHS on October 19. The 4-6-6-4 will run no trips in 1986.

see the bulk of the fleet out of service. The cars will be equipped for Head End Power (HEP) with a 220-volt a.c. trainline to match existing stand-by facilities. Once the basic HEP trainlining is completed in 1986, the individual cars will be recycled through the shop to have their plumbing and toilets modernized, steam heat replaced with electric heat, and interiors completely refurbished. As one UP official put it, "When we're done, we'll have a 1950s streamliner good for another 20 years of service." The total cost of the program is estimated to be $8 to $9 million.

This means that the spectacular Intermountain Chapter NRHS excursion on October 19 has the possibility of being the 3985's last fantrip. UP Chairman Kenefick is to retire in late 1986, and the future of the UP steam program will be in the hands of his successor, who has not yet been named. Did somebody mutter something about the "RAILFAN Jinx?"

DAKOTA RAIL Operation of the former-Great Northern Hutchinson Branch in Minnesota (see Winter 1975 RAILFAN) has been taken over by Dakota Rail, operators of the former-Milwaukee Road branch between Milbank and Sisseton, S.D. (see November '82 R&R). The 44-mile "Hutch," extending from the BN main at Wayzata west to Hutchinson, became famous for its NW5 power and an incredibly long caboose. In recent times, the line was served only once a week, usually with GP9s or GP20s.

The branch was abandoned by the BN in the fall of 1985, with Dakota Rail moving in on November 30. Two F7s, four ex-Milwaukee passenger cars and a caboose made the ceremonial first run into Hutchinson on a subzero December 2. Regular operations began with a round trip to the BN at Wayzata on December 8 with the F7s, four loads and caboose. The operation is based out of the ex-GN depot at Hutchinson, and the locomotives are stored indoors at the 3M plant there. Operations are "as needed," and 3M promises to be one of the major shippers—STEVE GLISCHINSKI.

HAPPY NEW YEAR On January 1, 1986, the Missouri Pacific was incorporated into the Union Pacific, and the lettering of any units with the MP name has ceased. Those yellow units with the MP name are now collector's items. On that same date, the Milwaukee Road was incorporated into the Soo Line. There will be no new paint scheme or "Soo-Milwaukee System" image. The units will be painted the traditional Soo red and white. It's always sad to lose an old friend, but at least this way we *keep* the Soo Line.

PHOTOGRAPHY DAVID C LUSTIG EXCEPT AS NOTED

It can be comforting to students of railroading that no matter how advanced the United States becomes technologically, certain basic transportation factors remain constant.

Exhibit A: Vanderberg Air Force Base.

Situated on the central California coast about 170 miles north of Los Angeles, this massive military complex is on the so-called cutting edge of technology in missile and electronic hardware transportation. If a better and more cost-effective way to push things into space can be found, Vandenberg will probably be in the middle of it. That's why it is pleasant to know that railroading is considered an important part of the Vandenberg operation in support of our space programs.

Probably the only look the average taxpayer will ever be able to get of this is a glimpse from the window of a *Coast Starlight* Superliner of a blue military Alco roadswitcher alongside the Southern Pacific's Coast Line, which passes right through the Vandenberg complex. This MRS1, constructed to the government's own specifications, is U.S. Air Force 2104, which shunts carefully loaded flatcars within the confines of the base. It performs not with a rattle or groan, but smartly, in the best of military discipline, with just a hint of exhaust.

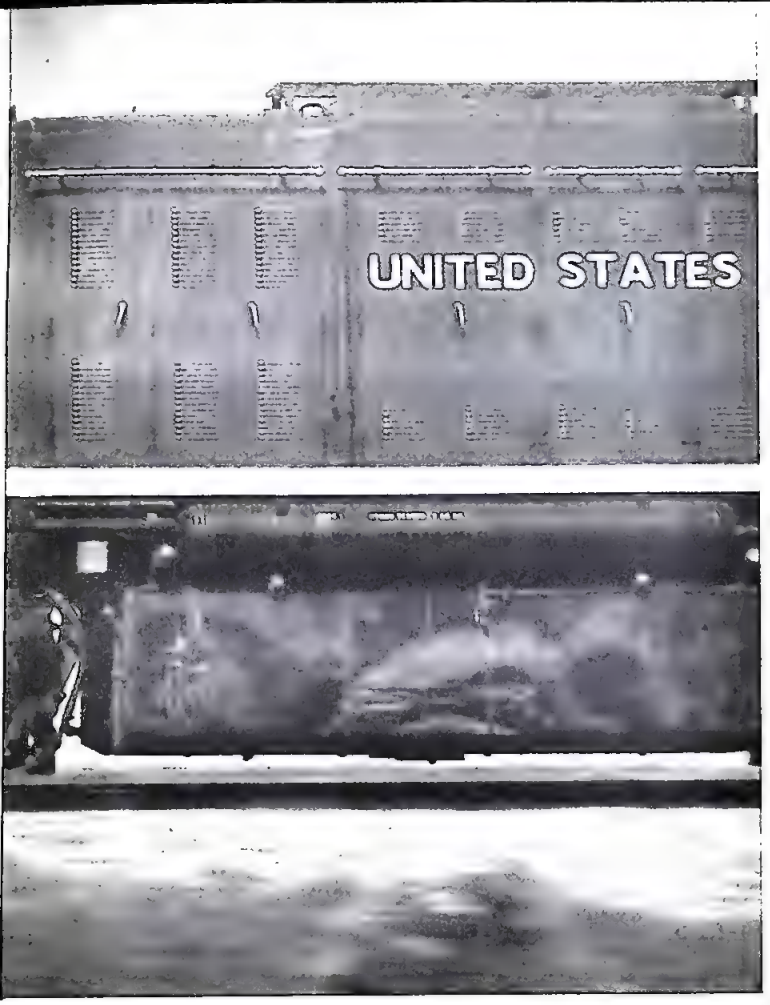
A well-maintained Alco is a real treasure today, but this one is virtually brand new. Friction-bearing trucks and all, the 2104 accumulated an astronomical 71 hours of operation in 1984. Add to this an estimate of less than 700 hours of actual operating time since the unit was released from Schenectady in the 1950s, and the result is one still very new diesel. Put in simpler terms, it took 2104 three decades to rack up what an SW1500 in a busy yard would do in three to four weeks.

Vandenberg Air Force Base, as the official Air Force press releases are proud to tell us, is America's western spaceport, and the 2104, which appears nowhere in any of them, is its only example of railroad motive power. Since the mid-1950s, more than 1550 major space launches have been conducted there, many of them publically announced and headlined in national newspapers and on television. The 2104 made the base newspaper once.

In 1955, the Air Force was engaged in studies of intercontinental ballistic missiles, more commonly known as ICBMs. That, coupled with advancements in rocket design and thermonuclear research, provided the need for an adequate launch training site that could serve as the nation's first combat-ready missile base. Among the properties investigated was an inactive California Army base named Camp Cooke.

One of the many large training centers that government began constructing just prior to our entry into World War II, Cooke's role was to take green soldiers and throw them into large scale mock battles, giving them, in essence, as much of a taste as possible of real combat conditions. Once "the middle of nowhere," for tens of thousands of soldiers Camp Cooke became the last part of the continental United States they would see for a long time. The reverse was true for 8,700 German and Italian prisoners of war, who, beginning in 1944, found the camp to be home-away-from-home for the duration. Ninety-thousand acres of virgin land near the tiny hamlet of Lompoc would never be the same again.

At the cessation of hostilities, the sidings off the SP main line, once stuffed with troop trains and tank-laden flatcars, lay empty and forgotten, as was the now-redundant Camp Cooke. The trackage that entered the very heart of the facility, was, like the buildings and other material objects within



Whenever a Titan rocket blazes into the California sky, it means that the West Coast's most elusive Alco has been working again.

Vandenberg's Blue Alco

by David C. Lustig and Jack Neville

WITH THE CREW in aerospace white coveralls, the 2104 struts her Air Force Blue through Vandenberg AFB at 25 m.p.h. With infrequent train operation, base personnel are often unaware that the tracks are used, and a crew member always rides the point as a lookout for grade crossing traffic.

the camp's perimeter, in a state of arrested decay. Reactivation during the Korean fracas was short-lived, and within a few years Camp Cooke again became a place of agriculture and grazing instead of training for combat.

In the mid-1950s, with the introduction of ICBMs, Camp Cooke became Cooke Air Force Base. In 1958 it was renamed Vandenberg AFB after second USAF Chief of Staff General Hoyt S. Vandenberg. Just before Christmas of that year, a Strategic Air Command training crew launched the first missile, a Thor, from the newly completed facilities. Vandenberg was in the missile business.

But while perfecting warhead and satellite transportation through space was a booming field for the newly-named base, ground transportation, in particular the one-time military railroad, was at a standstill. It wasn't until 1969, when one of the many civilian contractors (civilians outnumber military personnel on the base three to one) determined the best way to move heavy missile booster parts to the facility was by rail.

The contractor, United Technologies, had constructed a large complex within the massive confines of Vandenberg just a stone's throw from the SP main line. But security, and the need for a switching crew to work exactly when required every time a shipment was delivered, dictated UT employees take charge of the actual switching and unloading.

While the mostly 90-pound rail was still in place and extended about eleven miles inland from the SP connection (five miles north of the one-time community of Surf), it was not really in operating condition. The base Civil Engineers were called upon to make it serviceable.

Meanwhile, a call went out to the Tooele Army Depot in Utah, traditional storage place for many military diesels. In 1969, one of the many stored military units was unlimbered.

LARRY ROSE

VANDENBERG'S PREVIOUS MRS1, EMD 1809, now operates in SP "Black Widow" colors for the PSRMA at Campo, shown here in September 1985. USAF 2104 is shown by the enginehouse.

EMD MRS1 1809, built in the mid-50s for a war scenerio now long discarded and with less than 100 hours on its prime mover, took a one-way trip to California.

Stories abound about assignments that have been so rough on locomotives that they had to be prematurely sent to the boneyard: endless heavy coal trains, miles of mountain grades, 24-hour-a-day every-day assignments. Well, how about a locomotive that was deemed unfit for further duty after a mere ten years of work? Except for being cranked up once a week to make sure it still worked, it actually performed "revenue" service as little as two or three times a year! Such was the fate of the 1809. What caused this incredible physical destruction? Nothing as understandable as work, just a decade of sitting only a stone's throw from the Pacific Ocean.

From 1969 to 1979, the 1809 was parked just inside the Vandenberg perimeter, a few feet from the United Technologies complex near the SP and close enough to the ocean to receive a constant bath of air filled with salt spray. The results were predictable for those who live and work near the ocean.

"That poor engine," stated one of the part-time railroaders, shaking his head. His main job is on a launch pad, but with three others, he becomes the railroad crew when the need arises for a move. "The salt air and corrision made junk out of the main generator. Rust was throughout the superstructure, and the traction motors regularly shorted out. After the first few years, the locomotive became a maintenance nightmare.

Even the roving Army railroad maintenence crew from Tooele, which paid regular visits to the 1809 (as well as other military diesels throughout the West) finally had to concede the unit was no longer reliable. She was declared surplus in 1979 and eventually donated to the Pacific Southwest Railroad Museum in San Diego, where she has been lovingly restored and now wears the SP "Black Widow" paint scheme and SAN DIEGO & ARIZONA lettering.

Meanwhile, back at Vandenberg, the call went out again to Tooele. This time an Alco MRS1, the 2104, was removed from its preservation wrappings. The military railroad facility at Hill Air Force Base, next door neighbor to Tooele and where the locomotives are physically stored, made quick work of putting the unit into operating condition. Transferred to the rail shop on January 24, 1979, the unit was checked out, deemed serviceable and on a train for Vandenberg by the 26th.

With a new locomotive on the property, the lessons learned on the 1809 would obviously be applied to the 2104.

"No way," continued another crewman. "From 1979 to 1982 the 2104 sat at the same spot as the 1809, and, of course, the same corrosion and electrical problems began to develop."

It was then they realized that the same problems that had crippled the 1809 would soon do in the 2104, and something, other than open storage, had to be done. After numerous meetings and studies, approval was finally received to allow the unit to be stored in the enginehouse on the main part of the base, some eleven miles away and considerably further inland. An enginehouse, it must be added, that had been empty and unused for railroad purposes since 1946. "Now, with proper maintenance," grinned the crewman, "the unit runs as good as new."

Considering the current operation in support of the Titan space program, which sees two or three shipments a year, the 2104 isn't exactly beaten into the ground. As a matter of fact, it operates approximately five hours a month. If there is no train to switch, it is only cranked up once a week and run in the immediate area, usually in a loop around the nearby parade ground, to make sure everything is functioning properly. In case a minor problem arises, the crew does not have to wait for the roving Tooele Depot crew, as they have a complete set of schematics on the unit and can take care of all routine maintenance problems, leaving only the major work to be handled outside.

What happens on those rare two or three times a year when a shipment does come in for United Technologies? Then the crew has its work cut out. The 2104 is cranked up and makes the eleven-mile run from the enginehouse at a 25-m.p.h. clip (the track is rated for 35 m.p.h., but the crew considers the lower speed the limit), dissecting the base and picking up the shipment from the SP, usually in blocks of eleven flatcars. For the next four or five days, the men will be gingerly spotting the cars as needed for unloading. When finished, the empty cars are returned to the interchange, to be picked up at the convenience of the SP's Lompoc Turn local.

While the four-man crew, which has received professional maintenance training at EMD in La Grange, may not make the record books on number of hours worked, they do take pride in their part-time responsibilities and the 2104. Its gleaming Air Force blue paint job and only a hint of exhaust smoke under load attest to the quality of the work. The white aerospace coveralls worn by the crew members rarely get soiled while tending the 2104.

What does the future hold for Vandenberg's Alco? While being phased out of the SAC inventory of weapons, Titan boosters are still in demand as reliable payload lifters for certain satellite programs. Although funding for the current projects is due to be completed sometime this year, United Technologies officials seem reasonably sure it would be extended into 1987, thus ensuring a continuing need for the 2104.

When the last empty flats have been returned to the SP after a week of unloading, the crew makes their way back to the enginehouse the way they came. Carefully backing the unit into its one-stall domicile, they set the brakes and still the prime mover. Life returns to normal, with once-a-week run-up trips around the parade ground, insuring that when the 2104 is called to work next week, next month, or maybe next year, all systems will be A-OK.

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10th Anniversary

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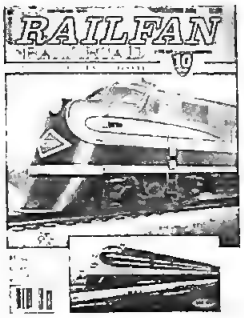

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The resurrection of 2102

Reading 4-8-4 2102 has had a fantrip career that dates back to 1962. Rails Diversified has brought her back again.

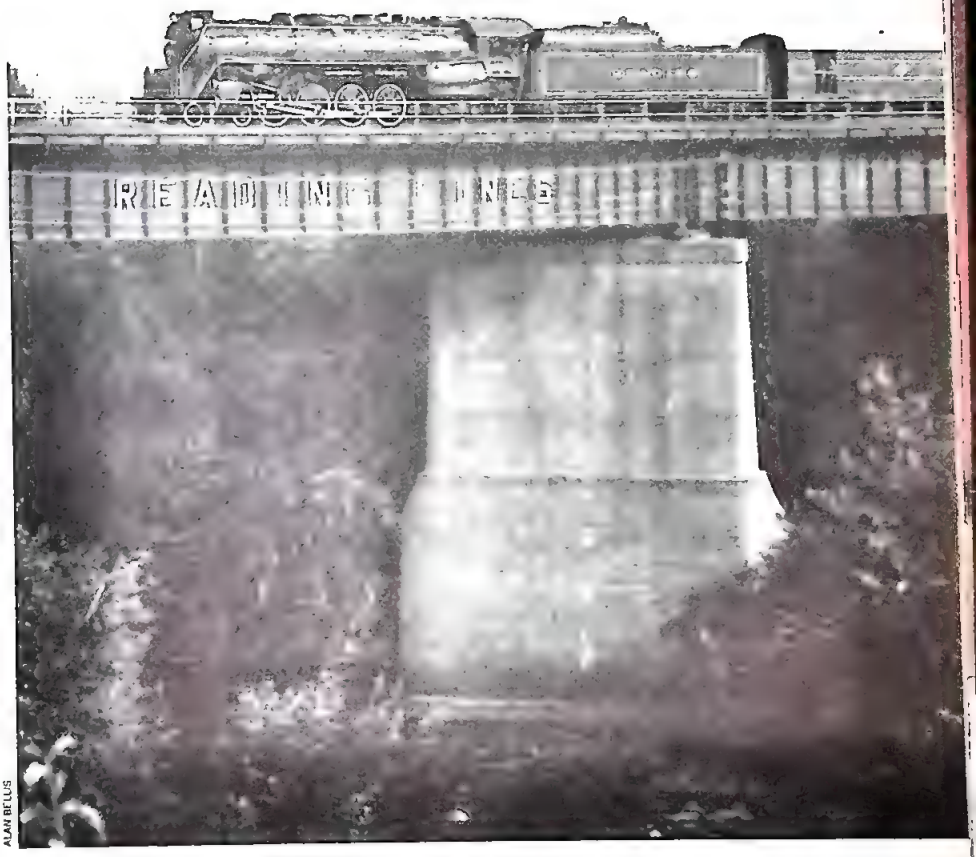
by Mark Perri

A pillar of white steam billows above the row houses just west of the old Outer Station, and the thunder of an accelerating 4-8-4 fills the urban valley. She erupts into full view and strides across the Schuylkill River on a bridge bearing the name READING LINES in five-foot letters. Another "Iron Horse Ramble" is outbound from Reading, Pennsylvania. But the year is 1985, not 1961, and the westbound 2102 is the product of a lot of faith, money and hard work—an effort that is paying off grandly on this beautiful autumn day.

Since late May 1977, the 809,000-pound hulk of this last operable Reading T-1 had sat cold and lifeless in an aging concrete roundhouse at Brownsville, Pennsylvania. Along with her 29 sisters, the 2102 had spent many nights in Eastern Pennsylvania mining towns that were not unlike Brownsville, laying over between assignments hauling so effortlessly the fuel that she consumed so voraciously.

Beteween 1945 and 1947, the company shops in Reading, Pa., had used new cast engine beds and rebuilt boilers to create 30 fast and capable general service 4-8-4s out of a like number of powerful but slow 2-8-0s. In the overall scheme of U.S. 4-8-4s, the Reading T-1s were modest but distinctive and led relatively obscure lives until 1959, when the 2124 was pulled from the ranks of stored engines and turned loose on the first of what would ultimately total 51 "Iron Horse Rambles," a five-year program of passenger excursions. At the time when other roads were mercilessly killing steam, the Reading was bringing it back, and the story even made *Life* Magazine.

In 1960 the 2100 was reactivated to aid the 2124 in excursion service, and a number of doubleheaded trips were the result. The 2124, in need of an overhaul, was retired in October 1961, and the 2102 was put into service in her place in 1962 (the 2124 was sold to Steamtown, where she resides today). The 2100 and 2102 operated Iron Horse Rambles for the Reading until October 17, 1964, when the program was terminated.



ALAN BELLIS

FULFILLING ITS DESTINY, 2102 romps westward over the Schuylkill River approaching Valley Junction in Reading, Pa., on September 21, 1985.

Within the next two years, the 2100 and 2101 (the 2101, incidentally was never used on an Reading Ramble) were sold to Striegel Equipment, a Baltimore scrap dealer, and the 2102 became the property of Bill Benson's Steam Tours Incorporated of Akron, Ohio.

Steam Tours operated the 2102 on a myriad of excursions over the next decade (see page 36), before she was forced into a troubled retirement in Brownsville in 1977. It would be 76 months before the 2102 would again be under steam and another 24 before her return to excursion service. During these decidedly and deliberately quiet months, much had been accomplished in the restoration of the locomotive and tender. Now that the 2102 is again among the ranks of operating steam locomotives, let's take a look at what was done to the valedictorian of Reading Shops Class of '45 and the people who made it happen.

August 1980 marked a change in ownership of the 2102. Acting through a corporation that he founded in 1979, businessman Tom Jones of Stow, Oh., devised a financial plan to purchase the locomotive. Since the operating corporation, Rails Diversified of Ohio, Inc., (RDI) had no tangible assets, Jones, together with RDI Mechanical Officers Bob Weightman and Bill Stouffer, had to secure the bank note personally. Using cash provided by the sale, the 2102's previous owners were able to satisfy all liens against the engine, and RDI could hold clear title.

Tom Jones elaborates, "Since 1979, Bob, Bill and I had been working on the locomotive in anticipation of its eventual purchase. We felt that the engine should be kept up, to prevent further deterioration, until a comprehensive rebuilding program could be started."

Because of financial limitations, "repairs" were soon held to maintenance

THE THREE PARTNERS who make up Rails Diversified are Tom Jones (left), Bob Weightman (above, center) and Bill Stouffer (above, right), shown in Brownsville on September 18, 1983. Four days later (below), 2102 simmered overnight at the roundhouse.

items—minor lubrication to prevent rusting, removal of parts to explore for potential problems, and "mapping" the locomotive for its eventual reconstruction. Jones remarked that, "I remember calling Bob and Bill and telling them, 'do everything you can to preserve the old girl, just so it doesn't cost anything.' "

To raise additional capital, RDI issued a small amount of stock, enabling Jones to continue to make payments on the bank note and enabling the mechanical crew to begin some long-awaited repairs.

Piece by piece, the weathered jacketing and crumbling asbestos lagging (since replaced with fiberglass) were removed from the boiler. Time had not been forgiving—near the top seams, where condensation had collected, a few problem rust areas had developed in the sheet-metal jacketing. But no panels were so bad that they needed completely replaced, so each panel was then individually catalogued, scraped, patched and treated with red primer. Now exposed, the exteriors of the boiler and firebox were cleaned, de-scaled and given a coat of heat-resistant paint.

Completing a procedure that consumed many weekends, the mechanics, in accordance with FRA rules, removed the caps from each of the 2102's hundreds of flexible staybolts. After individually hammer-testing each one, they found the condition of the bolts and sleeves to be excellent, with none needing any further repair.

Inside, each of the 50 Type A superheater units were removed and hydrostatically tested for leaks. A number of tubes, previously cut off, were renewed. The original configuration for these units was four passes each, although many T-1s ran with only two passes. Counting the existing repaired tubes and new tubes to be installed, the 2102 will be running with a full complement of 50 units, two passes each.

After completion of the superheater project, three boiler tubes were removed to facilitate a thorough boiler inspection. There was no evidence of any cracks, fatigue or other deterioration. Up front, the throttle valve was removed, torn down and cleaned to remove a muddy accumulation of sediment. Before re-installation, the throttle valves (as well as the injector start and boiler check valves) were all lapped. This polishing process assures smooth operation with a minimum of leak-through.

New rings were installed in the feedwater pump, and an 8½" cross-compound air pump was acquired to replace the fireman's side pump, which had a crack in the cylinder casting. General pipefitting work included the replacement of defective and plugged lines. Lubricatiors were also removed, disassembled, cleaned and replaced. Future crewmen will appreciate improvements in the cab, including vinyl reupholstered seats, clear window glass and an oak plank floor.

In early 1981, the *Chessie Safety Express* provided RDI with an opportunity for fundraising and gaining hands-on experience at running excursions. Tom Jones and RDI Vice President Ken Harris, a retired school administrator, directed the "staff," which included wives, relatives and friends. When the *Chessie Safety Express* rolled out of Akron for Pittsburgh on June 27, 1981, it had a full complement of RDI car attendants. It was quite an honor for this young organization with no NRHS or other "official" affiliation to be entrusted with such a responsibility. After the success of subsequent RDI excursions with various steam and diesel locomotives, the mechanical crew got the funds needed for heavy repairs.

With the help of volunteers from as far away as Reading, Pa., the work continued. Three new boiler tubes replaced the ones removed for inspection, and the superheater ball ends were all hand polished for re-installation. The massive main rods, side rods and valve motion were removed without the aid of a heavy crane. It was an example of the crew's ingenuity and determination as the rods were handled with block-and-tackle, a baggage cart and elbow grease. Each rod was then sandblasted and hand polished, and new brass bushings were cast and machined. Through the generosity of his employer, Newcomer Products, Bill Stouffer (a machinist) was able to turn new bushings and pins for the valve motion, saving considerable expense. Doug Karhan of the Southern Railway graciously

agreed to loan an Underwood portable crankpin turning tool, which the RDI crew picked up on a nonstop round trip to Birmingham in Bill's dependable Dodge wagon (elapsed time: just under 17 hours).

Bob Weightman also was busy after hours. He enrolled in a welding class at the local vocational school and as his class project fabricated an entire set of driving box grease cellars. These replaced the troublesome Hennessy lubricators that contributed to many of the 2102's overheating problems. Incidentally, Bob was even rumored to have suggested a "burial at sea" (in the Monongahela River) for the retired Hennessys! (Ross Rowland had similarly replaced the Hennessys on Chessie 2101 in 1978.)

The 2102's tender was pushed indoors where the accumulated coats of paint were stripped off. At one point there was a visible history as lettering of the Allegheny, Delaware & Hudson and Reading all showed. After the necessary repairing, spotting and priming, the tender was repainted to its original Reading configuration.

Movie time

In mid-August 1983, a group of people descended upon the roundhouse. Accustomed to visiting railfans, the mechanics gave their usual "hihowareya . . . whereyafrom" greeting. The group's spokesman (representing Cannon Films of Hollywood, Cal.) then asked, "Will this bucket of bolts run?" He said that if it could, he would like to use it in the September filming of their upcoming production, *Maria's Lovers*.

Weekends in Brownsville had been a way of life for the nucleus of the mechanical crew (Bob, Bill and Bill's son Larry). Now they had a new challenge: complete in six weeks what was to have taken six months. Just the work visible on the shop floor made the task seem incomprehensible. Fifty superheater units were stacked alongside the locomotive, and the disassembled side rods needed their bushings pressed in. The stack and cyclone spark arrestor needed to be re-installed, and the lagging, stacked neatly in boxes, had to be hand-fitted under the jacketing. It was a task that no one honestly felt could be completed in time.

Six weekends of 16-hour days wound to a close on Sunday, September 11, as they finished spraying the 2102's new black dress. In keeping with the movie company's wishes, she was painted in the freight livery, without the passenger pinstripping. Thursday morning, a Monongahela yard crew pulled the T-1 and tender across the turntable to a nearby yard track.

On Saturday the 17th, the South Brownsville Fire Department's stark white vintage Seagrave pumper topped off the Reading tender at about 19,000 gallons. It was an interesting pair of machines, both about the same age and both with equally proud volunteer crews.

While other mechanics busied themselves with last-minute deatils on the 2102, Bill Stouffer was preparing yet another home-cooked meal for the crew in the "Brownsville Motel," Bill's ex-Union Pacific baggage/dorm 6004 (ACF 1949/ex-Amtrak 1572). The car has been remodeled to include a kitchen, living room, bathroom and office. With its twelve remaining bunks, it's a great accommodation.

Around 9:00 p.m., Bob Weightman announced, "We're ready to light her off." Everyone was excited as the firebox began filling with greasy rags, scraps of wood and seven-year-old coal shoveled from the tender's bottom plates. Bill Stouffer's 14-year-old son Larry ceremoniously threw in a glowing red fusee. Flames flickered but wouldn't catch. Soon, a sort of "blower in a drum" was fashioned from an electric fan and steel barrel, attached to the stack and plugged in. Someone then asked Bob Weightman what else could be done to get the flames to catch. He replied, "Stuff some more rags in and trash the (dorm) car. If that doesn't work . . . well, then God forbid, we'll have to use some diesel fuel."

With the help of some of Rudolph's finest, the red-orange fire grew in intensity. Damp coal hissed and popped as it caught and burned. Just before midnight we had a fire. When the firebox doors opened, bright swirling flames outlined a tired Bill Stouffer's profile. He recalled for me some of the personal highlights in his participation with the 2102 and RDI.

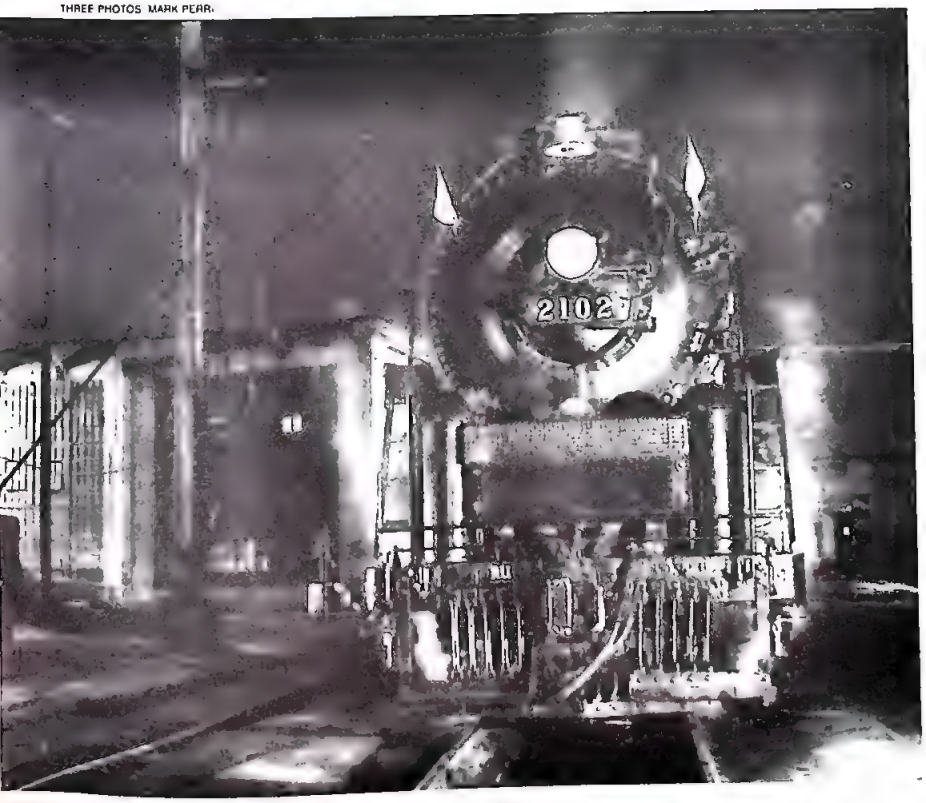
I asked how he came to be involved in such a labor-intensive hobby. He quietly replied, "Well, it was really Bob Weightman's fault." In 1975 Bob and his wife Shirley rode with the 4070 on the P&LE and met some people who were involved with the 2102. Bob became interested in joining the volunteer work force and about six months later asked Bill to join. He accepted, and in the next ten years the two first-cousins from Latrobe spent countless hours together refurbishing the 2102. In addition, they spent time in Hagerstown working on Ross Rowland's C&O 614 and in Birmingham searching for parts, tools and knowledge. Bill noted that he, "could never find another hobby as rewarding as this one."

He was especially proud of his young son, then sleeping complacently in the engineer's seat. It was Larry who threw in the fusee lighting the fire to the 2102's future, and he represents another generation being educated and disciplined in the operation of steam in the 1980s. As 2:00 a.m. approached, the first traces of heat from the backhead began taking the chill out of the night air.

Another "Stouffer Special" breakfast greeted the morning crew. It included thick-sliced country bacon and a choice of waffles or toast and some flavorful eggs that even Bill admits, "would have to be considered deep-fried if they were any greasier."

Under steam for the first time since

THREE PHOTOS MARK PEAR.



2102: 1964-1977

After retiring from Reading Rambles service in 1964, the 2102 began her "second life" as an excursion engine in April 1968 with Steam Tours trips on the Grand Trunk Western out of Detroit and, later that year, Chicago and Battle Creek. A derailment on the diamonds at 21st Street Junction in Chicago on July 27, 1968, damaged the main bearings on the No.1 driver set, a problem that would plague the 2102 for years to come. After a hiatus for mechanical work, the 2102 was back in service in 1971 with excursions on the Akron, Canton & Youngstown and the C&O's Greenbrier Subdivision in West Virginia. Then it was into the Northeast in 1972 for trips on the CNJ, Western Maryland, B&O and even home Reading rails (Philadelphia-Reading-Hershey on May 6-7).

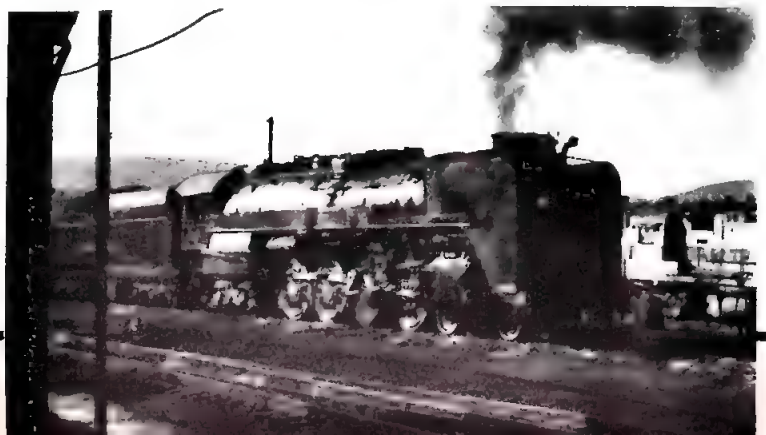
The 150th Anniversary of the Delaware & Hudson found the 2102 wearing a recessed headlight and elephant ears as D&H "302" for an Albany-Montreal trip on April 28-29. She wore the same disguise a month later on an Erie Lackawanna two-day run from Hoboken, N.J., to Binghamton, N.Y., and return, before heading west for a series of trips on the little Pittsburg & Shawmut. In 1974 Steam Tours changed ownership, and after two autumn trips on the P&S they moved the 2102 to its new home in Brownsville, Pa., on the Monongahela Railroad.

The 2102 was dormant throughout 1975 while Steam Tours performed an overhaul on her and operated some fantrips in the Pittsburgh area with borrowed ex-GTW 2-8-2 4070. (Ironically, it was at this time, in February 1975, that 2102's former owner, Bill Benson, supervised the overhaul for Ross Rowland of T-1 2101, purchased from Striegel and rushed to completion for use on the *American Freedom Train*. The 2101 ran as *Freedom Train* No.1 in 1975 and 1976 before emerging in Chessie colors in 1977 for the *Chessie Steam Special*, celebrating the 150th Birthday of the B&O. The 2101 returned to the Reading Shops in January 1978 for some heavy running gear work and put in another season on the Chessie. The career of the 2101 came to an abrupt halt on March 7, 1979, when she was severely damaged in the roundhouse fire on the C&O at Silver Grove, Kentucky. Restored to her *Freedom Train* No.1 livery, she was retired to the B&O Museum in return for Rowland acquiring C&O 4-8-4 614. Rowland also presently owns T-1 2100, which is stored at Hagerstown, Md., and is reportedly slated for preservation in Reading.)

With her overhaul at Brownsville completed, the 2102 steamed again in 1976, and her Reading appearance was restored except for the name ALLEGHENY on her tender. Six runs on the P&LE were followed by a pair of ventures over Conrail to Altoona, complete with assaults on Horseshoe Curve. A couple of Conrail trips were made on the former-EL from Kent, Oh., to Greenville, Pa., in the spring of 1977, followed by two more trips over Horseshoe Curve in May. Operational and mechanical problems haunted the 2102 and Steam Tours during the 1977 trips, however, and upon return from the May 22 excursion she went back to Brownsville. The 2102 was subsequently sold to her present owners, Rails Diversified of Ohio—JIM BOYD.

IN THE GUISE of Delaware & Hudson 302, the 2102 lays over in the EL engine terminal in Scranton, Pa., on May 12, 1973, en route to Hoboken, N.J.

J M BOYD



1977, the 2102 exhibited only minor abnormalities, and the brake system proved operational after a thorough test. Bob Weightman was at the throttle and Tom Jones was at the firing valves for 2102's maiden voyage under RDI ownership. Brakes were released and the reverser was full forward. Gradually, Bob inched the throttle back and exhibited a grin of satisfaction as the 2102 began to pant, clamber and accelerate along the well-worn yard track. Her pilot adorned with scattered tools and her classic profile devoid of a headlight, the 2102 was greeted with cheers and handshakes. She made over a dozen runs along a football field length of rail.

Late Thursday afternoon, September 22, 1983, the 2102 coupled up to eleven P&LE boxcars and four flats and headed two miles east to downtown Brownsville to prepare for filming. Cameras were across the Monongahela River as she made passes through downtown. The aging yet timeless brick architecture of the trackside buildings rolled the calendar back some 40 years; one weathered advertisement painted on a building still boasted of nickel Cokes.

Filming continued until the sunset. The low, late-evening rays gracefully backlit the 2102's towering plume of exhaust. Working against the train brakes in the quiet autumn evening, every crisp rap from her stack reverberated throughout the valley. Her steamboat whistle echoed elegantly between the mountains, accented by a quick slip of her drivers. Friday's filming was much the same, with the train traversing the same route. Instead of being in the spotlight, though, this time it provided a backdrop for scenes being filmed in the downtown area. When they were finished, the crew headed back to the yard, uncoupled and enjoyed an evening of relaxation.

The atmosphere in the cab of a steam locomotive banked for the night can be likened to that of a rustic den with low coals glowing in the fireplace. Late Friday night, I walked outside while the rest of the crew slept. The only sounds were the whisps and breaths of the T-1 at rest. I climbed up into the cab and found Tom Jones taking his turn babysitting the locomotive.

Relaxing against a closed cab window, he was dressed in a railroader's long denim overcoat with a red bandanna and his greasy gloves folded on his lap. He looked more like a railroader than the businessman that he is. Through his business experience, though, Tom was able to initiate and direct RDI's aquisition and operation of the 2102. He reflected on the early years of RDI and of trying to make a financial success of such a labor and capital intensive project. There were trying times not too long ago, when interest rates soared. Now, however, the

rent is current, the parts are paid for and the balance sheet is the in black.

For Tom, the past couple of days have been the culmination of almost a decade of speculation, pursuit and determination. Tonight he is in the engineer's seat and exhibits his satisfaction with a subtle smile of contentment.

Filming ended with a dramatic Saturday night session at the roundhouse. Steam was up as the 2102 proudly posed on the turntable, and a score of workers added an air of bustling activity as they wielded their welding torches, hammers and wrenches. Watching from the background, a retired railroader offered his comments, "That's the way it used to be every night when I was a young fellow working here. Sure does bring back memories. There ain't nothin' to compare with the sights, sounds or smell of a steam engine when she's alive."

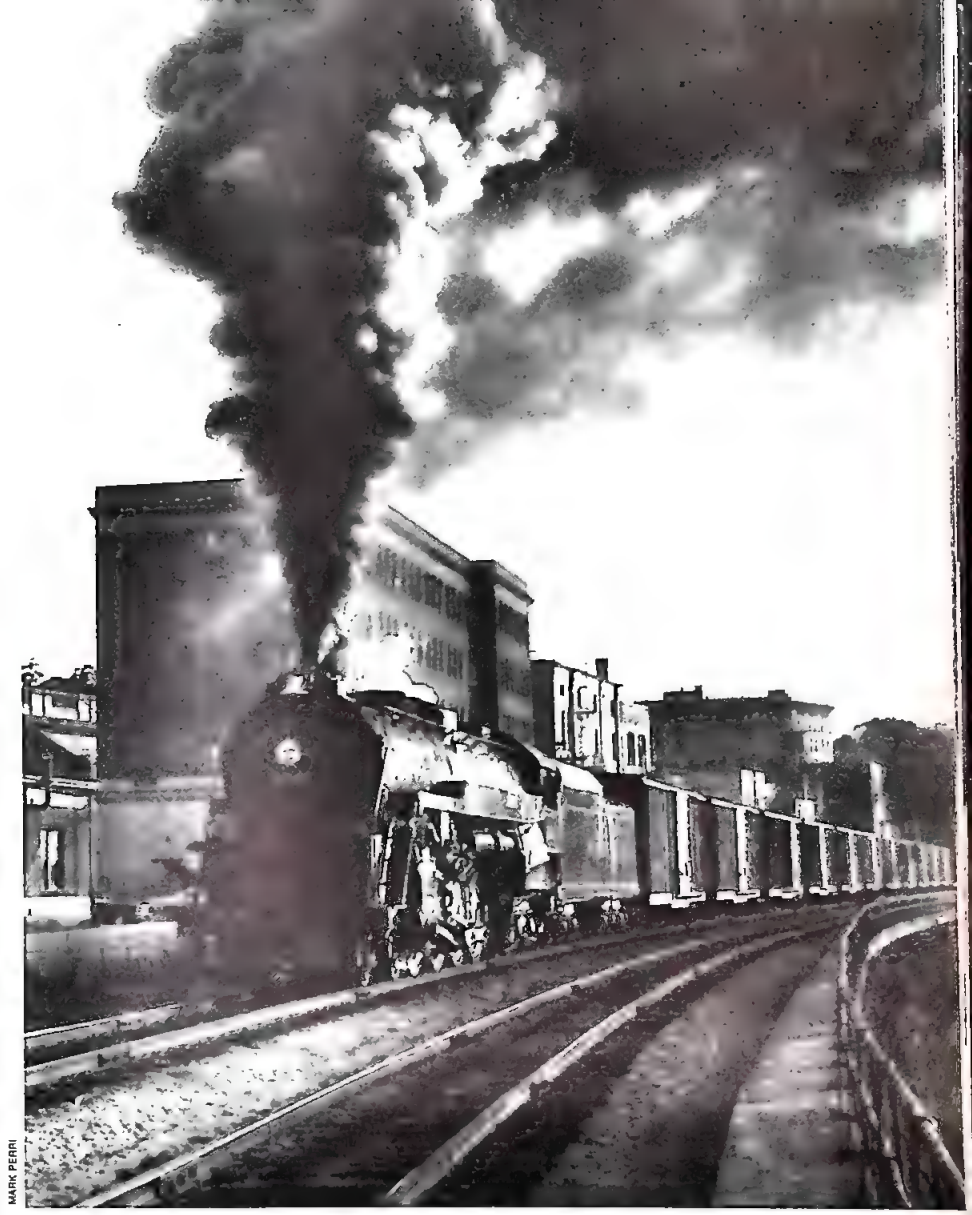
The weekend of filming was proof to everyone that their efforts were not in vain. It had been a long, tedious task to accomplish just these few days of steaming, but she would run again in the spring. Knowing this, enduring another winter in Brownsville wouldn't be so bad.

"Running in the spring" actually turned out to be an early summer test run to Masontown (about 22 rail miles south of Brownsville) with a Mongahela coal train. At least that's what was planned. A test run would provide an overall evaluation of the locomotive's condition and allow any "road bugs" to present themselves under controlled circumstances. And it would allow the mechanics to evaluate the one big question: What was the condition of the No.1 engineer's-side axle bearing, which had been scored in the July 1968 derailment?

It's not every day that a T-1 (or any other steamer) latches onto 100+ loaded hoppers, and excited crew members across the miles from Akron to Reading converged on Brownsville in mid-June 1984. The locomotive was fired up Friday night, awaiting a coal train that would never come. The unpredictable demands of the mines made the steam-up necessary in the event of an early Saturday train, but the only trains running that weekend were at night.

The next weekend brought the same disappointment, and it was decided to run with only the crew car. Even without 10,000 tons of coal, the mechanics got their answer: The bearing became considerably hotter than the others and would have to be attented to. Arrangements were made to have the lead axle dropped and shipped to Strasburg for repair. The Monongahela's old drop-pit was excavated, and a jack was fashioned from a scrap dump truck lift.

October 1984 shined on RDI like no other month. The one September diesel excursion from Akron to Pittsburgh blossomed into three sold-out September and October trips. Between the two October trips, a sort of "RDI Railfan Weekend" was held at Brownsville, ostensibly the last chance to "fire 'er up and dry 'er out" for the upcoming winter. Family and friends enjoyed the 70° sunny day watching the 2102 run up and down the yard track, and a lengthy night photo session was held on Saturday.



MARK PERRI

FOR THE MOVIE *Maria's Lovers*, the 2102 steams through Brownsville on the first evening of filming, September 22, 1983. The movie date hastened her overhaul.

To Reading

During 1984, the Reading Company Technical & Historical Society had kicked around the idea of bringing the 2102 home to Reading for the locomotive's 40th birthday in 1985. With a definite timetable (and financial security) for the locomotive's completion, ideas turned into serious discussion. Under the direction of President Steve Gilbert, the Society proceeded with plans for excursions out of Reading in September 1985. As a group, they had been successfully involved with the Berks County Historical Society in sponsoring steam trips with George Hart's CPR 4-6-0 972 in the fall of 1983. As an individual, Steve's handiwork is best exemplified by the gold trim and lettering he painted on the 2102's tender and cab.

After much preparation, 2102's balky No.1 driver was removed in March 1985. It was trucked to the Strasburg Rail Road for the necessary machine work and replaced in April. Meanwhile, new firebrick was installed in the fire-

box, and an FRA inspection necessitated the replacement of four cracked staybolts. For movement over Conrail's main line, compatible cab signals were installed, and the antiquated brake stand was updated to current 26L configuration. With the improvements completed, the locomotive was in fine shape and anxious to travel.

Pennsylvania's valleys are known for their "local" weather, all too often that damp is-it-fog-or-will-it-rain kind of dreariness. Saturday, August 17, 1985, was no exception as daybreak greeted the fired-up 2102, RDI crew car and RDI tool car with a dismal combination of clouds and river fog. The 2102 steamed proudly through Brownsville and backed across the river to Conrail's Mon Secondary Track at West Brown. The mood was cautiously optimistic: Do your best to forsee any problems and correct the ones you've found. But nothing is proven until the machine runs, and no one really relaxes until the trip is over.

Cantering at about 25 m.p.h., the "Conrail Steam Special" (as we were sometimes called on the radio) made its way north along the west shore of the Monongahela. After a couple of quick inspection stops, it was obvious that a fireman's side rod bushing was getting hot. Apparently, one of the new bushings was cut too "long," and it was seating itself by pushing brass up betweeen the rod and retainer plate. Of course, this friction created heat which caused the surrounding grease to smoke.

With the crew keeping an eye on the bushing, the 2102 made her way across the southwest suburbs of Pittsburgh on the Port Perry Branch to the ex-Pennsy main. After waiting out a couple of TV trains and a freight with brake trouble, she kept a good 35-m.p.h. pace to Latrobe (30 miles east) for a week's rest.

Latrobe was midpoint in the journey back to Reading, and it is home to Mechanical Officers Weightman and Stouffer. The layover gave the hometown boys the chance to show off this mysterious "steam engine" they'd been working on. They dropped the rods and spent evenings replacing the damaged rod bushing.

Amidst a crowd of a hundred spectators, the 2102 departed at 8:00 a.m. on August 24 for the final lap to Reading. As the color position signals flashed by, everyone looked forward to the ride down "The Mountain." Just west of the Gallitzin, we got two freshly repainted, respectably-fathered (Erie Lackawanna) SD45-2s for dynamic brake "helpers." The ride around Horseshoe Curve was rather uneventful, considering the jockeying for "up" and "down" photo spots in the baggage doors. The 2102 did a considerable amount of whistling for the spectators and for the K4—which less than a month later was replaced by a Geep.

At Altoona we were greeted by a Santa Fe B39-8 and GE's test car, while two tracks over, Conrail GP20 2102 awaited the scrapper's torch, a lost puppy in the era of fuel economy, microprocessors and 15-and-out leases. East of Altoona, our 2102 stretched her legs, briefly reaching 55 m.p.h. Some of the axles warmed, and it was determined that some of the driving box wedges were too tight, causing excessive grease usage. During a two hour stop at Lewistown, all were inspected, repacked and adjusted.

Increasingly gray skies and worsening drizzle turned into a rainstorm as we neared Harrisburg, but we were all impressed with Conrail's TCS program and the efficiency with which they handled our move over the legendary Middle Division. It was dark as we watered again just south of Rockville Tower. Our crew of Dutchmen was getting its second wind, knowing they were close to Reading rails and home.

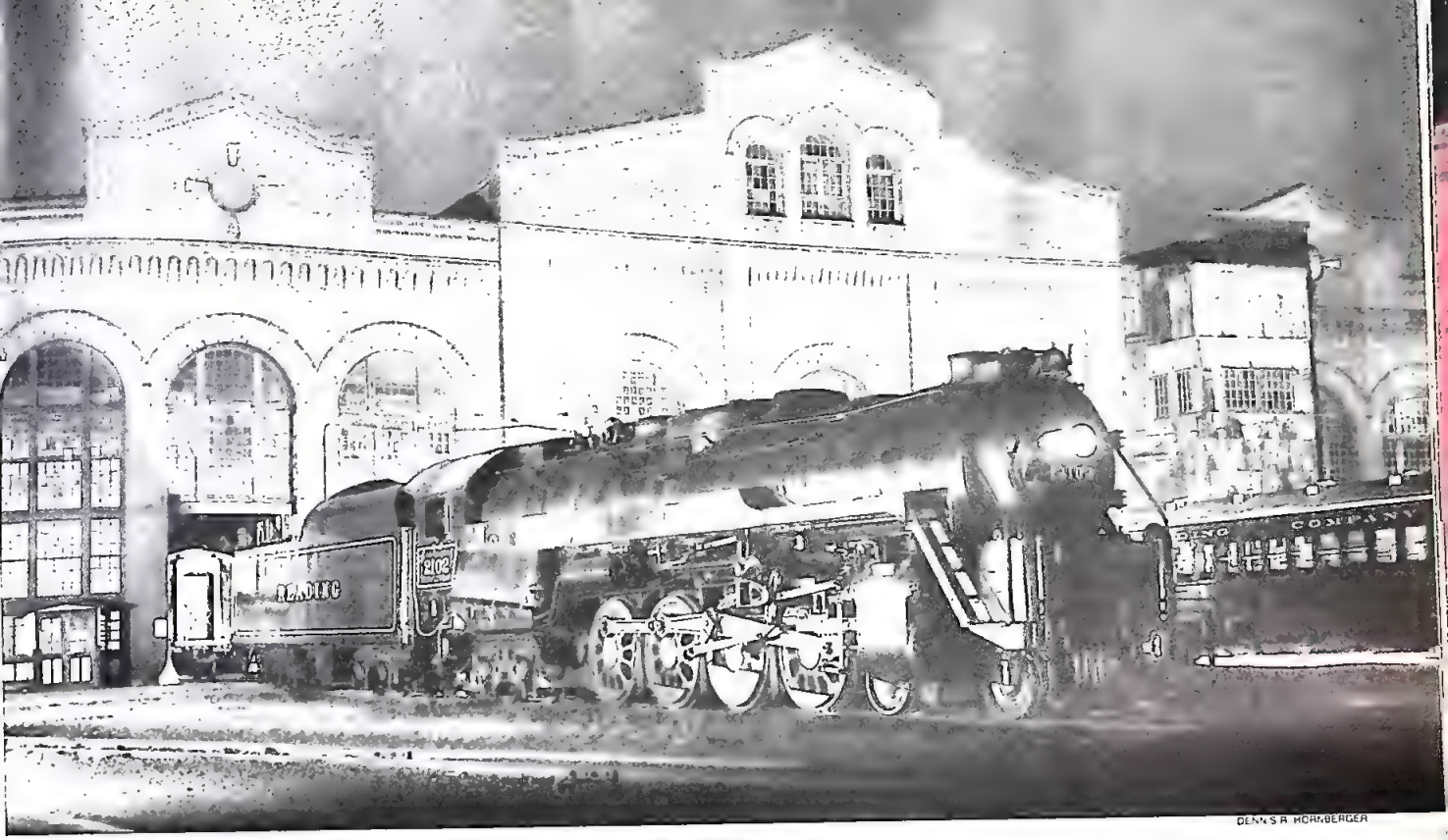
Firing this marathon day was 30-year Reading veteran Charlie Kochel, who would also fire for the upcoming Rambles. One doesn't appreciate the dedication and stamina of people like Charlie until you realize how physically demanding 16 hours of hot, wet miles in the cab of a bouncing and shaking steam locomotive can be. The glory of riding the cab diminishes significantly after about the second mile, when the concentration and attention needed to operate in a safe and professional manner becomes all-important. Being able to watch Charlie fire and our ex-NYC road foreman run was like taking a step back in time. Both men looked as though they had just rested from their previous trip on a T-1 or a Hudson and that there was no 25-year gap since they'd last operated steam. They shared a common heritage, and today they were running on instinct.

Out of Harrisburg and on home track, a genuine Reading whistle mysteriously replaced the steamboat whistle and began to sound her shrill, homesick cry. Greeting our arrival in Reading was a 30-foot banner that read WELCOME HOME 2102 strung on a highway overpass. (Curiously, that banner was over the Reading Shops the next day.)

We reached the Reading Shops around midnight and paraded past dozens of faithful onlookers who had waited for hours outside the fence in the rain. As the 2102 backed into the cavernous building everything seemed to come alive. The smell of steam and grease . . . the hissing and clanking . . . the bustling of the mechanics. Just as in Brownsville, there was more than one railroader in the crowd who thought back 30 years to when this was an everyday event. It was quite a homecoming. There was a live T-1 in the Shops and a schedule of Iron Horse Rambles on the calendar. Tom Wolfe was wrong, you *can* go home again.

TWO "BIG UGLIES," three generations apart, face each other at Altoona, Pa., on August 24, 1985, as Santa Fe B39-8 7400 meets the 2102. The diesel was testing on Conrail, and the 4-8-4 was en route from Brownsville to Reading for the series of Rambles. Ironically, Conrail's retired GP20 2102 was in dead storage a few tracks away.

MARK PERRI



DENNIS R. HORNBERGER

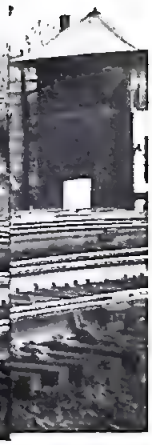
FORTY YEARS after the Reading Company began rebuilding 2-8-0s into its famous T-1 4-8-4s, the 2102 returned to the home shops for a series of four Iron Horse Rambles, sponsored by the Reading Company Technical & Historical Society. Arriving at Reading on August 24, the 2102 made her debut under steam posed outside the shop on September 7-8 for a RCT&HS open house that included displays of model railroads, railroadiana, a brand new Conrail C36-7 and the society's Reading GP30 5513. Dennis Hornburger conducted a synchromized-flash night session Saturday evening in muggy 90° weather (above) that shows how handsome a T-1 can be in the freight black livery. Compare drivers and striping with the two T-1s at Gordon, Pa. (below) on March 31, 1956.

AARON G. FRYER

Return of the Ramblers

Photo Line

TWO PHOTOS MIKE EAGLESON



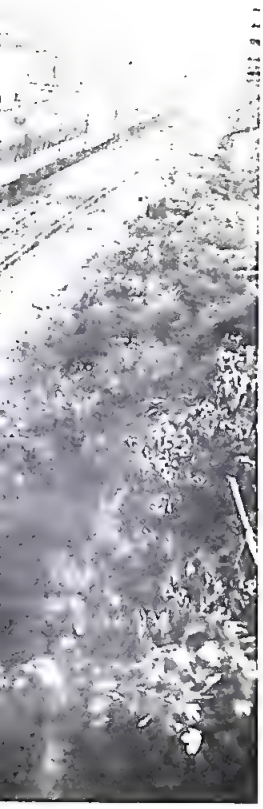
PETER JENSEN

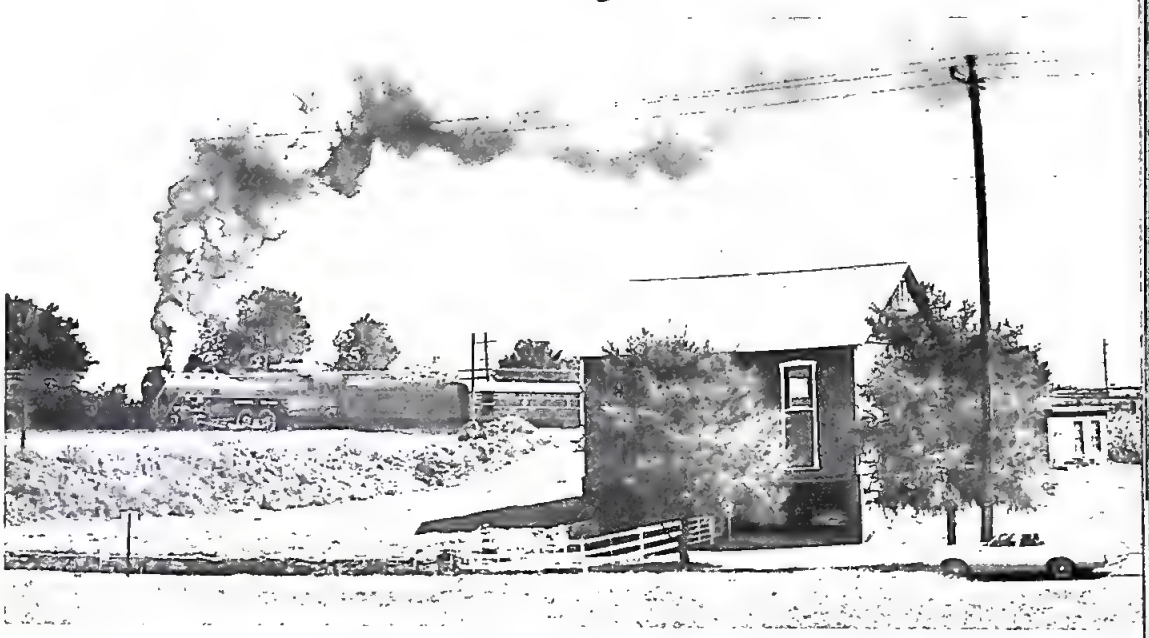
THE READING RAMBLES began when 2124 was pulled out of the dead line and put to work on an excursion from Philadelphia to Shamokin on October 25, 1959. The trips were incredibly popular, and the photo lines were typically undisciplined, resulting in a lot of "populated" runby photos such as this one (above) in an undated and otherwise unidentified glossy from the old *Railroad* Magazine files. The 2100 was called out to assist the 2124 in October 1960, and an era of doubleheaders began, producing classic scenes like the one (left) at Port Clinton, Pa., on September 23, 1961, with the 2124 and 2100 bound from Philly to Tamaqua. In 1962 the 2102 replaced the 2124, which was retired and subsequently sold to Steamtown. The 2102 is shown (top left) at Perkiomen Junction on May 20, 1962, headed from Bound Brook, N.J., to Zionsville, Pa. The 2102 was the only engine used on the Rambles to steam again in later years.

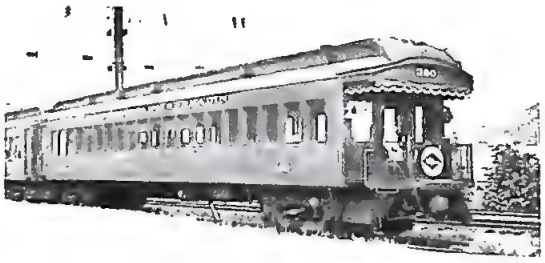
1959-1964

ALAN BELLIS

FOUR PHOTOS JIM BOYD

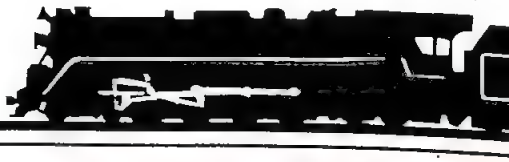






1985

THE 2102 had made only two trips on home rails since being put into excursion service by Bill Benson and his crew in 1964 (see page 36). But those May 6-7, 1972, trips from Philadelphia to Hershey didn't really rekindle the spirit of the Rambles. It was not until 1985 when a cooperative Conrail and Blue Mountain & Reading teamed up with the Reading Company Technical & Historical Society and Rails Diversified to deliver four excursions out of Reading with the engine painted in Rambles-era passenger livery pulling a handsomely-matched open-window consist of converted Reading and DL&W m.u. cars. The BM&R had done a remarkable job in converting a DL&W m.u. car to a *Blue Comet*-like open platform observation/lounge (center left). The first trip was Saturday, September 14, to Harrisburg, originating—as did all four trips—from the BM&R depot at Temple, on the north side of Reading. A movie run was made at Prescott, near Meyerstown (top). The next day, it ran from Temple to Philadel Rockwhere it stormed through Flat Rock Tunnel (left). Bad coal and a broken blower steam line plagued this trip, but they made it home on time. The most operationally-flawless trip was the Saturday, September 21, repeat run to Harrisburg (top left), shown nearing Belt Line Junction in a photo taken by 11-year-old Alan Bellis. Note how closely the 2102 matches the livery of the Rambles-era engines on pages 40-41. An overly-ambitious schedule and bad water made a shambles of the final trip to Jim Thorpe, shown eastbound (far left) at Topton. With a boiler full of foam, they didn't return until 3:30 a.m. Monday. The problems should have minimal impact on future operations, however, as the 2102 has proven to be a worthy machine and trips are being planned for 1986.



The new and expanding Genesee & Wyoming

by David Monte Verde

The Genesee & Wyoming Railroad finds its roots deep in the ground beneath the bed of the Genesee River in northwestern New York State. Extending east and west through Wyoming, Livingston and Genesee Counties are the veins of the largest salt deposit in the free world, feeding the mining operations of the International Salt Company at Retsof, N.Y., and providing the economic basis for the railroad.

As International Salt bought out and combined the smaller mining operations throughout the area in the late Nineteenth Century, it created a need for a railroad to haul salt from Retsof to the nearby Delaware, Lackawanna & Western and Pennsy as well as the Erie, New York Central, Buffalo, Rochester & Pittsburgh (B&O) and Lehigh Valley connections at P&L Junction, about a dozen miles to the north near Caledonia. So on March 22, 1899, the Genesee & Wyoming Railroad was incorporated to haul the bulk and bagged rock salt to the various interchanges.

With the mergers of the Erie Lackawanna, Penn Central and finally Conrail, the G&W—which once proudly proclaimed on matchbook covers "We've Got the Connections"—found itself down to just two connections: Conrail and B&O at P&L Junction. In 1975, Penn Central had established trackage rights over the B&O from Rochester to P&L Junction, and with the Conrail merger, this direct connection to the former-NYC main at Rochester became the preferred routing for the G&W salt.

As a condition of the formation of Conrail, the Delaware & Hudson was granted trackage rights on the former-EL main line from Binghamton to Buffalo. These rights also extended up the stub of the former DL&W main line (known as Conrail's Groveland Secondary) from Attica eastward to Greigsville. This afforded the G&W a third interchange for its salt at its own back door. In the pre-Cnrail era, the EL called on Griegsville five days a week and served other customers on the branch with the "Groveland Turn." For many years a railfan favorite, this train ran in daylight hours and was usually powered by A-B-A F7s.

To handle this salt business, the D&H established regular trains, operating two or three times a week, between

THE SALT MINE at Retsof is shown here in 1974 being worked by a typical RS1/S4 yard set. In 1981, the two MP15DCs (top) were departing P&L Junction southbound after leaving cars for the Conrail job down from Rochester on B&O trackage rights. The Conrail units are in the clear east of the diamond on the old NYC "Peanut Line."

PHOTOGRAPHY DAVID MONTE VERDE, EXCEPT AS NOTED

Binghamton and the G&W at Griegsville. Symbols GV-1 westbound and GV-2 returning east with the loads, the D&H trains used their Conrail trackage rights west of Binghamton to Attica, where they then backtracked east on the old DL&W to Griegsville. The D&H trains posed an operating problem because of the trailing-point connection with the Groveland line at Attica. The road power out of Binghamton had to be split at Hornell or Silver Springs, putting half the units on the rear of the train—along with an additional engineer—to facilitate a quick back-up move onto the branch at Attica. In early 1983, the D&H simplified this operation by running the trains out of Buffalo instead of Binghamton, affording a direct move off the main onto the branch (the loads were then moved east in regular trains).

Hauling salt is what the G&W has always done best. (In 1982, for instance, it delivered approximately 23,000 100-ton hoppers of salt, 2.3 million tons, to its three interchanges, with Conrail receiving the bulk of the traffic.) Moving the salt, however, was not enough for this aggressive, family-owned business. They tried everything to bring business on line, from selling industrial development sites to installing a piggyback ramp at Retsof. When this failed to enlarge their traffic base, they turned to diversification, forming Genesee & Wyoming Industries, a holding company for the railroad, a car repair facility, a locomotive and car leasing division and a rail management consulting firm. Today, GWI's leasing fleet totals 1300 cars, with the majority assigned for loading at the International Salt plant.

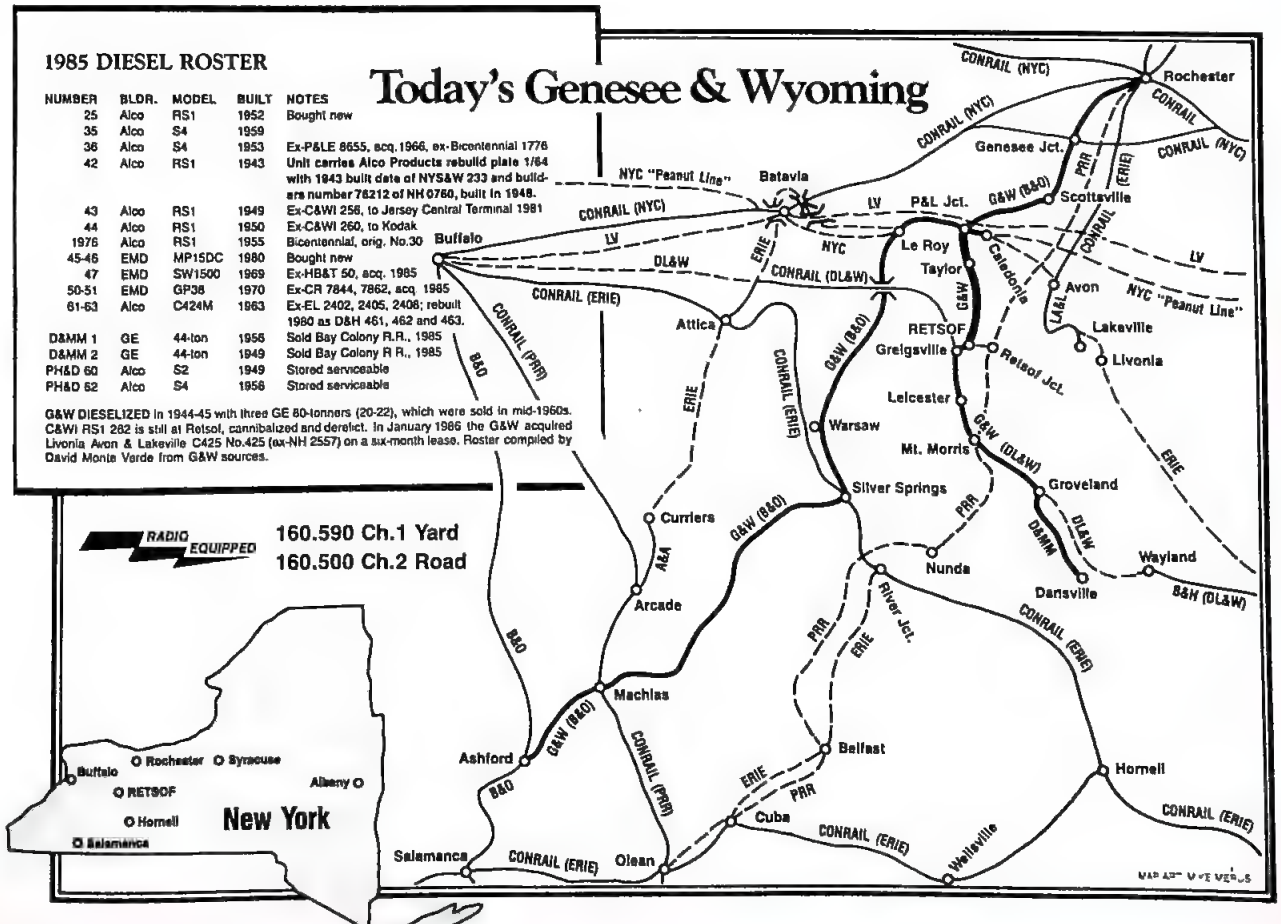
Since the 1976 post-Conrail expansion of their operations, the D&H always seemed to be short of power. So GWI, seeing a way to make money and increase their reliability of service at Greigsville, struck a deal to purchase, rebuild and lease three locomotives to the D&H for use as GV-1/2's power. Much to railfans' delight, the then all-Alco G&W chose three former Erie Lackawanna Century 424s from Conrail for rebuilding at the GE Hornell Shops to go along with a half-dozen similar units (451-456) the D&H was having done for itself. So on May 6, 1980, D&H 463, 462 and 461 (former-EL 2402, 2405 and 2408 respectively, now designated C424m's) were outshopped at Hornell in full D&H blue with the yellow chevron nose (see R&R May 1980 pg.2). These units became the regular power on the Greigsville job. As their availability tailed off, other power was substituted, and anything that was in "SK" Yard in Buffalo could be found on GV-2.

1985 DIESEL ROSTER

NUMBER	BLDR.	MODEL	BUILT	NOTES
25	Alco	RS1	1952	Bought new
35	Alco	S4	1959	
36	Alco	S4	1953	Ex-P&LE 8655, acq.1966, ex-Bicentennial 1776
42	Alco	RS1	1943	Unit carries Alco Products rebuild plate 1/64 with 1943 built date of NYS&W 233 and builders number 78212 of NH 0760, built in 1948.
43	Alco	RS1	1949	Ex-C&WI 256, to Jersey Central Terminal 1981
44	Alco	RS1	1950	Ex-C&WI 260, to Kodak
1976	Alco	RS1	1955	Bicentennial, orig. No.30
45-46	EMD	MP15DC	1980	Bought new
47	EMD	SW1500	1969	Ex-HB&T 50, acq. 1985
50-51	EMD	GP38	1970	Ex-CR 7844, 7862, acq. 1985
61-63	Alco	C424M	1963	Ex-EL 2402, 2405, 2408; rebuilt 1980 as D&H 461, 462 and 463.
D&MM 1	GE	44-ton	1956	Sold Bay Colony R.R., 1985
D&MM 2	GE	44-ton	1949	Sold Bay Colony R.R., 1985
PH&D 60	Alco	S2	1949	Stored serviceable
PH&D 62	Alco	S4	1956	Stored serviceable

G&W DIESELIZED in 1944-45 with three GE 80-tonners (20-22), which were sold in mid-1960s. C&WI RS1 282 is still at Retsof, cannibalized and derelict. In January 1986 the G&W acquired Livonia Avon & Lakeville C425 No.425 (ex-NH 2557) on a six-month lease. Roster compiled by David Monte Verde from G&W sources.

Today's Genesee & Wyoming



The G&W expands

Not content with just diversification, the G&W looked toward expansion. A natural was the 14-mile Greigsville to Groveland section of Conrail's Groveland Secondary. The Erie and DL&W had been merged to form the Erie Lackawanna in 1960, and in 1964 they severed 14 miles of the DL&W main line between Groveland and Wayland, concentrating all through traffic onto the paralleling Erie to the south. Connecting with an Erie branch out of Attica, this left the once-busy DL&W main in this area a stub-end branch connecting with the little Dansville & Mt. Morris at Groveland. In a deal consummated with Conrail in June 1982, the G&W doubled its size to 28 miles with one purchase when it took possession of the Griegsville-Groveland line. It was officially opened in September 1982 with a festive kick-off, complete with bunting on the old Greigsville depot and a borrowed Delaware Otsego *California Zephyr* dome observation car to transport the dignitaries.

In the meantime, the G&W was attempting to cut delivery times on cars to Conrail and thereby increase car usage. Negotiations were started with Chessie for the G&W to pick up Conrail's B&O trackage rights into Rochester. This was successfully completed in early 1985, along with the sale to G&W of Conrail's P&L Junction Yard and the former NYC Peanut branch into Caledonia. As the first northbound train left P&L Junction at 11:50 p.m. on February 20, 1985, the G&W embarked upon a dynamic new period of its history.

With this new "run-through," the G&W could gather both the first and second shifts' output from the mine and board a 10:00 p.m. crew to deliver its cars directly to Conrail's main line Goodman Street Yard in Rochester, thereby avoiding the wait for Conrail's pickup the following day at P&L Junction. This, in turn, increased car utilization and got the cars off the G&W and on to Conrail's per diem ledger sooner.

To augment the MP15s 45 and 46, which had been purchased new in 1980 as the line's first non-Alco power, the G&W entered the used locomotive market and picked up ex-Houston Belt & Terminal SW1500 50 from Chrome Locomotive. Conrail delivered this unit, in full G&W colors and numbered 47, just four days prior to the G&W's first run to Rochester.

"The Springs" connection

After Conrail had sold off the "business end" of the Groveland line to the G&W in 1982, it became an absentee landlord to the D&H's GV-1/GV-2. With its salt interchange at P&L Junction, Conrail's only need for the Greigsville-Attica line was for an occasional high/wide shipment from Foster Wheeler off the Dansville & Mt. Morris that wouldn't fit under the old West Shore bridge over the B&O at Genesee Junction, just south of Rochester (the state was already working with the B&O to build a new connection with Conrail at Genesee Junction for these high loads). Meanwhile, the magnificent old DL&W from Griegsville west, populated only by the D&H trains, became a deteriorated 17-mile piece of 10-m.p.h. track.

To ensure continuity of the G&W-D&H connection, the state began working with the D&H, B&O, Conrail and G&W for an upgrading of the B&O-Conrail/EL interchange at Silver Springs. The D&H connection is important to the G&W because it affords them a direct outlet to eastern Pennsylvania and an alternative to Conrail.

There were three possible route combinations considered for "The Springs" connection. The B&O could handle the traffic from P&L Junction down to Silver Springs, or the D&H could run up the B&O from Silver Springs to P&L Junction. The third option was for the G&W to handle it from Retsof to P&L and then down the B&O to Silver Springs itself. While all this was going on in early 1985, there were heavy persistent rumors that the G&W was looking to buy the entire B&O 4th Sub (the Rochester line of the old BR&P) from Ashford to Rochester. On July 14, 1985, all of the rumors were confirmed. At a press conference held in Salamanca, Chessie annouced that the 93.7-mile Rochester-to-Ashford line had been sold to the G&W along with trackage rights into Chessie's yards in East Salamanca.

Anticipating the takeover of the B&O line, the G&W had been looking again to the used locomotive market. They picked up former-Conrail/PC GP38s 7844 and 7862 on July 6, 1985, followed by two Port Huron & Detroit Alco switchers, S2 60 and S4 62, delivered on August 18, 1985. The switchers were stored in the Retsof Yard, while the GP38s were brought into the enginehouse for new snowplow pilots and numbers and removal of Conrail markings. They emerged in Conrail blue but numbered G&W 50 and 51. Following a brief break-in and familiarization period for the crews, the G&W's first dynamic brake-equipped "Road Hogs" found themselves in tandem with the '1500s handling the nightly "*Saltshaker*" to the Conrail connection in Rochester.

With the G&W slated to become the owner of the B&O trackage, the form that The Springs connection would take had been resolved, and negotiations were completed to end the D&H's operation into Griegsville from Attica. The G&W would interchange at Silver Springs, and the D&H would no longer have to venture off the old Erie main line. As part of this new agreement, the D&H would return the three C424m's (461, 462 and 463) on lease from GWI.

When D&H GV-2 made its last run to Greigsville on September 24, 1985, it brought with it 43 empty hoppers and the C424m's. The three units would bolster the Alco side of G&W's EMD-infected diesel fleet. They were quickly outshopped as G&W 61, 62 and 63, with D&H heralds and "4s" painted out.

The inaugral trip to The Springs on October 1, 1985, found the 424m's at P&L Junction sandwiched by GP38s 50 and 51 with 38 loads for the D&H. Shortly after the first run, the G&W, Chessie and the State DOT held an informational meeting for shippers in

ALCOS FROM EVERYWHERE have been seen at Retsof. On January 8, 1984, leased NYS&W 3002 was teamed up with RS11 5005 and ex-LV C420 414 on D&H's GV-2. In January 1986 the G&W took out a six-month lease on Livonia Avon & Lakeville's C425.

KODACHROME: DOUG EISELE

G&W's COLORS can't keep up with its rapidly-expanding roster. RS1 25, shown at the ceremonies at Greigsville on September 1, 1982, wears the traditional "Alco" scheme, while the new colors were introduced on the MP15DCs, shown (top) coming out of Rochester on the *Saltshaker* on March 25, 1985, passing the B&O Rochester yard job. The ex-Conrail GP38s and ex-D&H C424m's were at P&L Junction on October 3, 1985.

Rochester to outline the G&W's expected levels of service on the B&O's 4th Subdivision. The sale is not yet finalized pending ICC approval and rate and labor negotiations, but it is expected to be completed sometime early in 1986. The deal is expected to include additional EMD road power.

The sale of the line is designed to keep Chessie in the Rochester market, with the G&W serving as its conduit to the north. The Rochester market is very big for the Chessie, as they now handle 90% of the unit coal trains bound for Kodak, provide the only service to two large GM plants, and provide the city of Rochester an alternative to Conrail. As it now appears, GWI will be operating the B&O trackage as a subsidiary under the name Rochester & Southern. This

The Dansville & Mt. Morris

AL WILSON PHOTO, GENESEE COUNTRY EXPRESS

On July 23, 1985, 44-tonner No.1 of the Dansville & Mt. Morris shuffled three loads out of the Foster Wheeler Energy Corporation and trundled down the weed-coverded 60-lb. rail for its interchange, just like it had done for the previous 29 years. But today's rendezvous at Groveland, N.Y., was not with a black Lackawanna GP9 or a maroon and gray EL F7, it was with a secondhand Conrail GP38, now owned and operated by the Genesee & Wyoming Railroad. After today's run, the 114-year-old D&MM would be owned and operated by the G&W, as well.

Effective July 26, 1985, Genesee Wyoming Industries acquired ownership of the D&MM rails and its two 44-ton GE diesels. In the transfer of title, however, the G&W did not take posession of the Dansville depot, cement block enginehouse or yard "complex." Except for the addition of the enginehouse, none of the buildings had been changed or painted since Dave Morgan and Phil Hastings visited its steamers there in 1956 (see December 1956 *Trains* or *The Mohawk That Refused to Abdicate*).

The D&MM was born as an idea in the Genesee Valley in the 1830s, but it did not become a reality until December 12, 1871, when a borrowed Erie steam locomotive took 400 revelers the 14.6 miles from Dansville to the Erie interchange at Mt. Morris. The new railroad quickly replaced the Dansville Branch of the Genesee Valley Canal as the village's arm to the commerce that was developing to the north. Built by the Erie, the line served as the Dansville & Mt. Morris Branch of the New York, Lake Erie & Western until 1891, when it gained its independence. It was still owned by absentee landlords, however, and the D&MM fell on hard times, entering in 1894 a receivership that lasted until 1927. During this period it became known to the locals as the "Dead & Mortified," because of its deferred maintenance and an only-fix-it-if-it-doesn't-run philosophy.

The man to credit with the D&MM's return to prosperity would have to be Frank A. Hart, a second-generation railroader who became the line's general freight agent in 1920. He moved up to general manager in 1934 and owner in 1950. Mr. Hart, along with local businessmen, organized a move to connect the line with the nearby DL&W main line at Groveland Station (the D&MM had operated for over a decade under Erie stewardship before the rival DL&W had completed its route through Groveland in 1883, but no interchange had been established there).

The "Groveland Crossover" was completed on June 8, 1933, and was greeted with fire sirens, speeches and a special train. The new connection provided the D&MM with a direct connection to an east-west main line, rather than a branch-off-a-branch of the Erie. As the traffic shifted to the DL&W, the D&MM gradually withdrew to its present eight-mile Dansville-Groveland configuration in the mid-1940s.

Through the years of Frank Hart's administration, the D&MM pumped profits. Aided by his son Robert and daughter Mary, the line took on a real "Mom and Pop" operating flavor. Upon Frank's death in 1976, Robert continued as the line's president, with his son Daniel as secretary-treasurer. With the new ownership, Daniel joined the G&W's sales department.

The D&MM's steam power had always been hand-me-downs, mostly from the Erie, though passenger service into the 1930s was handled by a White Motor Co. railbus built new for the D&MM in 1917. When the steam fires were dropped in October 1956, former NKP 4-6-0 304 and former-DL&W 2-6-0 565 stood silently as a shiny orange 44-tonner took center stage. Finally, the D&MM had gotten a *new* locomotive, appropriately wearing the number "1." Ironically, this unit was the last 44-tonner built by GE. It was joined in 1971 by former Bath & Hammondsport D-3, which became D&MM No.2. (The two steam locomotives are now in Scranton, Pa., the 4-6-0 in the Steamtown collection and the 2-6-0 presently ensnarled in ownership/sale legalities.)

Following the sale, the shortline-to-shortline interchange ritual at Groveland between the G&W and D&MM has been replaced by a Retsof-Dansville local, often powered by a G&W Alco, that makes the run once or twice a week, as service requires. Although the Dansville & Mt. Morris name will no longer be on the locomotives, it will remain as a subsidiary of GWI, and an orange diesel will still press the 60-lb. rail into plateless ties as it kicks aside the weeds up the Genesee Valley to Dansville. Meanwhile, up on the hill, the main line of the DL&W has only an abandoned right-of-way to show of its heritage. As the village historian, Wilfred J. Rauber, once wrote of the D&MM, "This is the little railroad that came and stayed."—DAVID MONTE VERDE.

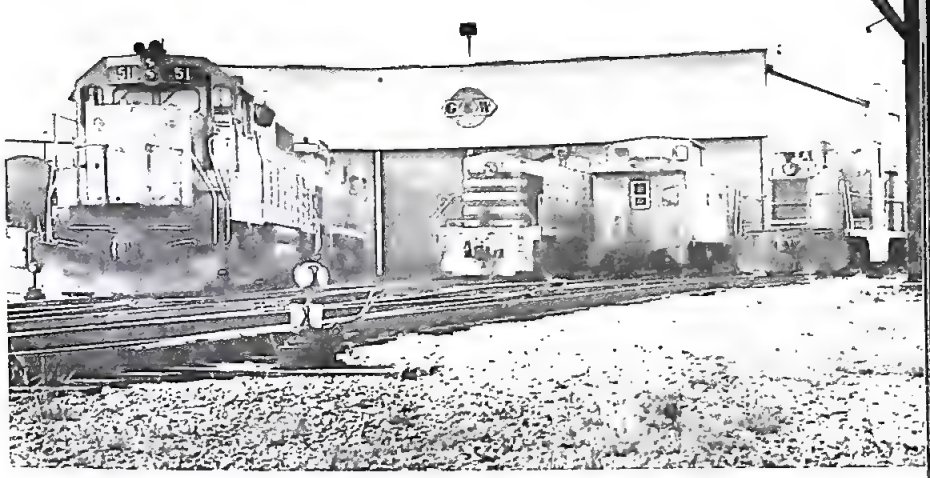
will probably be a "paper railroad" using G&W power.

D&MM enters the fold

Not letting any grass grow beneath their feet while the B&O/D&H negotiations were under way, the G&W management had been continuing other expansion plans and on July 26, 1985, announced that GWI would assume operations of the eight-mile Dansville & Mt. Morris Railroad. Since the purchase of the Groveland line in 1982, the G&W and the D&MM had carried out a bi-weekly interchange on the old pusher wye at Groveland. The D&MM's track ties in with the stem of the wye and loops south to parallel the Lackawanna. The D&MM stayed on the Genesee Valley floor, while the DL&W began its assault on Dansville Hill at Groveland.

The D&MM line to Dansville is laid with 60-to-70-pound rail, affixed directly onto plateless ties and, although somewhat weed-covered, it is in relatively good condition. However, with the changing product lines at the Foster Wheeler boiler plant in Dansville, the loads were getting too heavy for the D&MM track and bridge structures. The need for rebuilding and the newly divided G&W-D&MM freight rate on originating traffic were the main reasons the D&MM management chose to sell out to Genesee & Wyoming Industries.

With the sale, the Dansville & Mt. Morris retains its name and is now operated as a division of GWI. Its two GE 44-ton diesels, 2 and 1 (the last 44-tonner built by GE), were transferred to GWI, and both have since been sold to the Bay Colony Railroad. With the support of state bond money, the D&MM line and all bridges are slated for upgrading. This is expected to be followed by a dramatic jump in inbound raw materials and outbound oversize high/wide loads of boiler parts and support system materials.



THE RETSOF ENGINEHOUSE displayed a good sampling of G&W power and a D&MM 44-tonner in October 1985. The D&MM made its last run as an independent (**far left**) on July 23, 1985 with 44-tonner No.l. The solid orange D&MM 1 (**bottom**) met at Groveland with G&W 25 on June 6, 1982, in a rare short line to short line interchange.

G&W operations today

As of December 1985, the B&O is operating into Rochester with four/five-unit sets of GP40s, while GP35s and GP30s perform the yard work. However, the Brooks Avenue Yard and the Lincoln Park roundhouse in Rochester will soon be invaded by the G&W's Alcos and EMDs.

Presently the G&W's Monday-through-Friday operations see a 5:00 a.m. and 4:00 p.m. yard crew reporting to work at the Retsof roundhouse. They then go to work making up the "*Hilltopper*" for The Springs and the evening "*Saltshaker*" for Rochester. The usual power on the yard jobs is a a pair of Alcos (RS1/S4) working the yard assembling and blocking outbound loads, while also stocking the "hill tracks" with empties for the mine. The G&W is receptive to railfans, but releases must be signed at the Retsof office before going onto the property.

If time allows, the day yard job may also venture out onto the old Lackawanna to Mt. Morris to switch Genesee Cold Storage, or up the G&W main to Caledonia to switch Jones Chemical, Caledonia Lumber or the Agway Bean plant. The Caledonia customers are located on the four-mile remnant of the old NYC Peanut line from P&L Junction into Caledonia. With the purchase of this line from Conrail, the G&W has an unusual short line distinction of now crossing itself on a diamond.

The night run into Rochester, dubbed the *Retsof Rocket* or the *Saltshaker* by the operating personel, boards at 10:00 p.m. and usualy handles 100+ loaded salt hoppers on the gentle downgrade over the G&W and B&O towards Rochester. At Conrail's CP-373 (B&O's Lincoln Park), the G&W enters the Water Level Route and runs for four miles into Rochester Yard. The power varies from three '1500s to GP38/'1500 combos or GP38/C424 combos. The run is usually nocturnal, but occasionally a late re-

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THE *HILLTOPPER* had to split its power at Silver Springs on November 29, 1985, resulting in C424m 61 appearing to lead past the depot. On October 19, 1985, (bottom), MP15DC 45 was leading two C424m's and a GP38 south on the *Saltshaker* at Mumford.

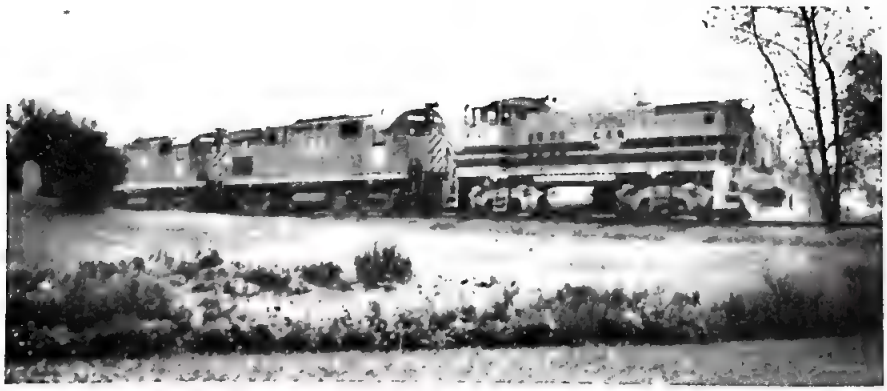
turning southbound can be caught in the daylight on the Conrail main or the B&O. On the B&O, the southbound passes the wood frame depot/yard office at Brooks Avenue and the handsome BR&P-built brick depots at Scottsville and Mumford before hitting home rails at P&L Junction. Here the *Rocket* bangs its own diamond and heads for Retsof before outlawing.

The *Hilltopper* runs Monday-Wednesday-Friday and is boarded for 8:00 a.m., usually using the power still warm from the Rochester run. After the 14-mile northbound move to P&L Junction, a run-around is necessary to go south on the B&O. It is here the run earns its name, as it immediately begins a 32-mile climb to The Springs, with the ruling grade peaking at 1.35% on Warsaw Hill. Two GP38s and two C424s are usually teamed up with a tonnage rating of ten 100-ton hoppers per unit. The run traverses a flat girder bridge over Oatka Creek before passing the handsome depot at LeRoy. Further south, on a hillside, they pass the brick depot at Warsaw, as the power bites into the steepest part of the grade.

The trackage at The Springs affords numerous photo opportunities, with the rural B&O Silver Lake Branch tying into Conrail's controlled siding on the bustling old Erie Buffalo to Hornell main. The line currently hosts Conrail and D&H freights with their wide variety of power and stack and container trains. For a while, The Springs will also be visited by the B&O on occasion to service the Morton Salt Plant. State bond issue money has recently helped with the upgrading of the track at Silver Springs to handle the new G&W-D&H interchange.

Back to the short line side of the G&W and its roots in Livingston County, a Dansville Extra is boarded once or twice a week, usually Tuesday or Thursday. The train is normally powered by a single unit (an RS1, S4 or '1500) and will depart Retsof Yard between 11:00 a.m. and noon, returning by 4:00 or 5:00 p.m. The train heads onto the old Lackawanna to Groveland and then rambles up the valley on the old Dansville & Mt. Morris to service Foster Wheeler Energy Corporation and other customers.

So, today, the G&W is still doing what it does best, hauling the salt and sticking with its roots. But, in just a few short years, it has also succeeded in diversifying its traffic from salt and grain to lumber, chemicals, steel, paper products, frozen foods and boiler parts. Now they look to the future when they can take over the B&O trackage and add coal, auto parts, groceries, flour, newsprint and fuel oil to their growing list of commodities. ⊂



BY JIM BOYD

Photo Freights

Photography is the art of capturing images. As Don Ball so eloquently put it in his new color book *Railroads*, it is the isolating of a *split* second of reality. And in that split second, we can create our own reality by separating the image from its slice of time. If we can find a moment when today looks like yesterday, we can capture an image that is "timeless."

There are two approaches to this. One: You can photograph your subject close-up so that the untimely elements are cropped out, or you can shoot it at night so that the unwanted elements are simply not illuminated. Two: You can find a place where the scene has been controlled or contrived to eliminate anything that would give away the date. Sometimes you have to do a little of both. The night photos on the inside rear cover of our November 1985 issue (the D&RGW 2-8-0 at the Colorado Railroad Museum and the CNJ RS3 at Jim Thorpe, Pa.) used darkness to "concentrate" scenes of equipment that was posed in appropriate surroundings. In a sense, we utilized full-size dioramas in which to photograph the trains.

I first became aware of this "diorama" concept from Don Ball, when he was envisioning ways of displaying equipment for Steamtown. I had taken "action diorama" photos before, but I had never thought of them in those terms (an example that comes to mind is a twilight shot of a New Hope & Ivyland 4-6-0 in near-silhouette with a mixed train; the lighting disguised the non-CNR lettering, and the boxcars made it look like Canada in the 1950s instead of a Pennsylvania tourist railroad in the 1970s). Don was thinking of creating static displays of specific locomotives trailing appropriate consists surrounded by full-scale view blocks (buildings, an artificial hill with a cut, etc.) to limit the scene. His concepts have tremendous potential for any museum with the creative courage to try them (far too many museum environments are simply gaudy, neatly-organized junk piles, with unrelated elements all jumbled together). To his credit, Don achieved some impressive results in Steamtown's last year in Vermont by simply arranging the equipment in the yard into coherent and logical scenes—the CNR/GTW engines lined up at the most prominent end of the radial tracks, and the CPR 4-4-4 by itself trailing a two-car passenger train.

Arranging a museum or tourist railroad with the photographer in mind is too often overlooked when working within the constraints of time, money and—often most importantly—space. But with a little effort, almost any property could line up one static scene with good daytime lighting and a minimum of inappropriate elements.

Many museums and tourist lines are finding that they can attract paying customers by catering to railfans who are willing to pay for special consideration. This most often takes the form of "Railfan Weekends," where special consists and operations present images that are impossible at any other time. Pages 54-55 show an impressive sampling of some of these events, and the MARKERS column describes Steamtown's first Railfan Weekend in its new Scranton home.

All sorts of organizations are discovering that freight consists are a valuable asset and a saleable attraction for special events. One of the more energetic groups that is leading the way is the Valley Railroad Museum in Essex, Connecticut. They have already restored a number of vintage freight cars for use on "photo freights." The Cass Scenic Railroad has a string of skeleton log flats and a serviceable log loader that sees frequent service on charter trips and railfan weekends. Chartered freights are annual affairs on the Cumbres & Toltec Scenic Railroad, and the Magnolia State Railway in Amory, Mississippi, just operated its first railfan weekend with Mississippian 2-8-0 77 hauling a freight consist on home rails. Conway Scenic and the East Broad Top are also well-known for their photo freights, and the Mount Rainier Scenic Railroad puts on an impressive show.

As Steamtown found out in Scranton, the weather can dampen even the most ambitious operation, but when the weather cooperates, the resulting photos can be priceless. The key to "working" a railfan weekend is first of all to buy a ticket and support the effort where it counts the most. Secondly, approach the subject in a way that concentrates on the historically-authentic aspects and use your lenses, surroundings and creativity to catch your subject in a scene devoid of distractions (on a recent EBT outing, I discovered that by simply ducking down I could cover up the busses in the parking lot behind the train, and I captured a scene that is almost identical to a Phil Hastings 1950s classic). *(Continued on page 54.)*

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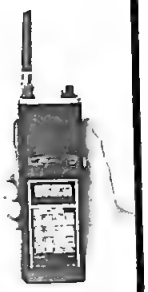

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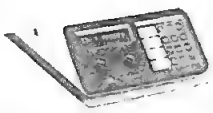

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A PHOTO FREIGHT was run for Railfan Weekend on the Magnolia State Railway on October 5, 1985, with ex-Mississippian 2-8-0 77. Vintage freight cars like the C&G and Frisco boxcars and the Pennsy box (below) contribute greatly to the photo possibilities. At the Valley Railroad in Essex, Conn., Mikado 40 was lining up a photo freight on November 3, 1984—you can get great photos "behind the scenes."

EKTACHROME HOWARD PINCUS

MAIN LINE FANTRIP photo freights are still an unexplored area of opportunity. Here Reading 2102 was set for a movie role at Brownsville, Pa., on September 23, 1983.

KODACHROME MARK PERRI

The advantage of railfan weekends and photo freights is that most of the operators make a concerted effort to present the type of environment you are seeking. Photo lines are organized, and the crowds are generally disciplined enough to keep out of your way. Don't always stick with the crowd, though (but don't get in their way, either); you can often get stunning results by moving back behind buildings or trees to come up with original angles that the three-quarter-wedge shooters seldom consider.

The next giant step in this vein is to schedule main line fantrips with big engines around the idea of photo freights. Take your 4-8-4 or Berkshire out to some scenic area a reasonable distance from the big city and then spend a couple of hours parading past with a freight consist that was prepared in advance. Give the ticket-holders a highly-visible badge and police the runby sites to discourage freeloaders (this worked fine at Steamtown), and plan the entire day around photos, not covering a great distance. It won't work in every situation, but the posibilities are awesome. Wouldn't *you* buy a ticket to ride thirty miles out to some otherwise inaccessible spot to watch Mr. Claytor haul a trainload of coal up Blue Ridge with his 2-6-6-4? Or watch 765 hammer by at 60 on a string of high cars? Or watch the 578 switch the grain elevator at Hoosierville?

I have found railfan weekends to be great photographic sport, and in an era of spartanized main lines and look-alike Amtrakers, they offer a chance to come up with something that looks like you shot while standing beside Phil Hastings or Johnny Krause or Dick Kindig or Jim Shaughnessy or Dick Steinheimer back when railroads still looked like railroads. Even if exists for only a split second, you just might capture that image.

A LOG TRAIN of skeleton flats trailing a caboose and coaches was used behind Porter 2-8-2 No.5 on the Mt. Rainier Scenic Railroad Railfan Weekend on September 28, 1985. For photo runbys, the coaches were cut off. The train is shown (**right**) on the Nisqually Trestle as it headed home. On this weekend they also used Climax No.10 on the log train. Chartered photo freights are annual affairs on the Cumbres & Toltec Scenic Railroad. Mikado 489 made a runby at Lobato Siding (**below**) for the National Narrow Gauge Convention on September 17, 1984. Meanwhile, in New Hampshire, the Conway Scenic Railroad used its ex-CNR 0-6-0 on a mixed train (**center, below**) for Railfan Day on September 14, 1985. Here again, the vintage freight cars are the key to the steam era-scene. Say, isn't that tractor pulling the machine designed to replace Jim Boyd?

KODACHROME JON BENTZ

KODACHROME JIM BOYD

EKTACHROME RICHARD REIFF

KODACHROME LES McDONALD

CASS SCENIC RAILROAD has been using its log loader and skeleton flats as a photo consist for many years, such as here with Heisler 6 in May 1975 for a Railfan Weekend. Friends of the East Broad Top used hoppers behind the engine (**below**) in October 1985, creating a timeless image.

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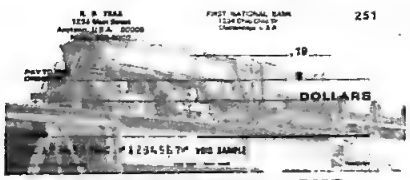

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BY JIM BOYD

NAY AUG TUNNEL provided the most interesting photo opportunity we've had for a Steamtown night session. The Saturday shot found Geep 514 posed on the soon-to-be-removed eastbound main. Five diesels (below) were lined up for a portrait with the Hilton/Depot behind.

Scranton Railfan Weekend

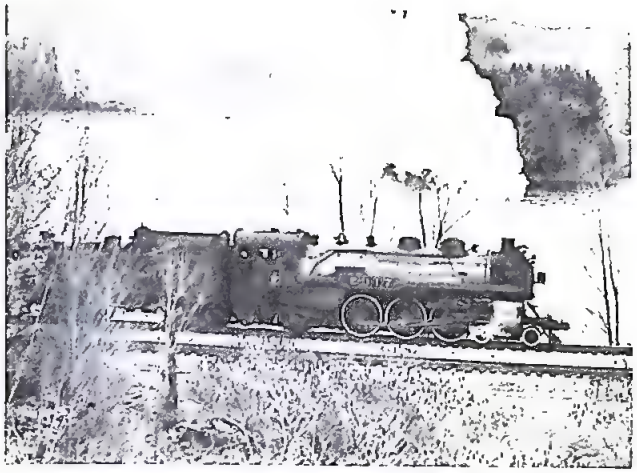
1985 was a rough year in many ways for Steamtown U.S.A. at its new home in Scranton, Pennsylvania. Following a great opening season in the fall of 1984 that saw doubleheaded steam and 17-car trains, they got off on the wrong foot by starting 1985 way too early with an opening on March 23. A barrage of press releases promised great things like the opening of the museum and a two-train schedule by summer, but reality saw things differently. Conrail still owned the track, which prevented free movement around the yard and shop and kept Steamtown from building the much-needed runaround track at Moscow. Manpower and money were tied up in simply running the train, with a leased diesel needed for the runaround at Moscow on the single-ended spur.

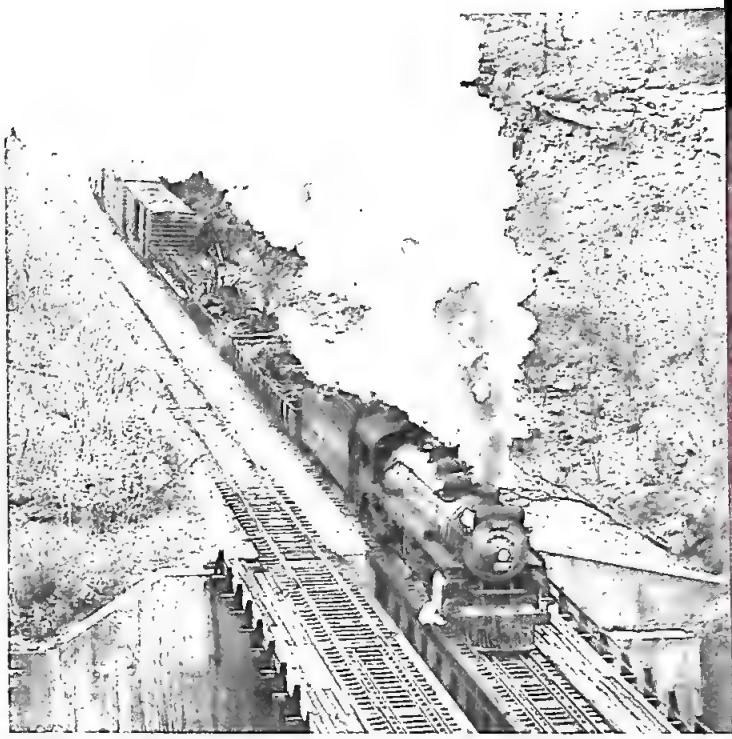
With the "big engine," CPR G3 4-6-2 2317 in the shop for overhaul and conversion from oil back to coal, CPR G5 4-6-2 1246 proved capable of keeping the schedule. In April Steamtown swapped clear title for N&W 2-6-6-4 1218 to Norfolk Southern in a deal that brought two black diesels to Scranton, GP9 2514 and SW8 3132. This meant that they no longer would have to lease a Conrail, Guilford or Pocono Northeast diesel for the runaround move while their ailing D&H RS3 4075 was out of service.

With the 2317 still in the shop in early summer and no work visible on fixing up the museum site (no settlement had yet been made on ownership of the property), reality began to tarnish the rosy optimism of the springtime. Then on July 25 they discovered a crack in the firebox of the 1246, and overnight Steamtown U.S.A. became Dieselville, Pa. The dreary black N&W diesels saved the day—in fact, the entire summer. Work on the 1246 was contracted out, and efforts were intensified to get the 2317 completed. Just hours before the 2317 was to be steamed up in mid-August, however, the left cylinder head cracked as it was being put back on. It took a month to get a new one fabricated, while the EMDs rolled the tourists to and from Moscow.

Fall foliage brings in the tourists, and the

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED





GERALD JONES

STEAMTOWN'S FIRST Railfan Weekend at Scranton was an unqualified success in spite of having only one steam locomotive available. CPR 4-6-2 2317 put on an impressive show, whether making a photo runby with the passenger equipment next to the Elmhurst Reservoir (above) or approaching the west end of Nay Aug Tunnel on a runby with the freight consist. All we would have needed to improve things was sunny instead of overcast weather.

colors brightened Steamtown's prospects. The 2317 was finally put back into service, and the lawyers settled with Conrail for ownership of the main line and yard trackage in a deal that would work very much in Steamtown's favor—holding out for the right agreement had been a pain in the neck all summer, but it paid off in the long run.

The magnitude of the museum project, the need to get the trackwork in shape and the labor-intensity of the two-engine operation caused Steamtown to re-evaluate its development schedule. They decided to keep operating out of the hotel area throughout the 1986 and 1987 seasons, and construction on a new high-level platform was begun to make loading easier in the future. This will give them time to get the museum site into shape before they have to begin running trains into it.

Railfan Weekends had been quite popular when Steamtown was in Vermont, and the management decided that it was an idea that should be brought to Scranton. Director of Operations Fred Bailey is a real pro at organizing such events, and he worked out an impressive schedule. I was asked to conduct a night photo session, and Fred invited me to ride the line to help scope out photo runby locations. As we were riding the rear sandbox of the SW8, I noticed that its black paint was in pretty good shape. "It's going to be a couple of years before you can strip these diesels down and paint them properly, isn't it?" I asked. Fred confirmed that painting the diesels was not a high priority item.

"How about just adding the yellow over the existing black to letter the SW8 and return the Geep to its authentic Nickel Plate stripes?" Fred agreed that it would make quite a hit for Railfan Weekend. After a bit of talk around the shop, Will Sturdevant volunteered to do the painting if I could supply him with some kind of diagrams. A call to Jack Wheelihan at EMD in La Grange produced full-size styling blueprints for the SW8 and NKP GP9 lettering, along with "bedsheet" wiring diagrams for both locomotives, which would enable Mechanical Foreman Steve Zuiderveen to wire up the Mars light he'd kitbashed out of two junkers for the Geep. (Incidentally, they're still trying to find a full wiring diagram for D&H RS3 4075, which was originally B&M 1508; can any of you Alco, D&H or B&M fans help?)

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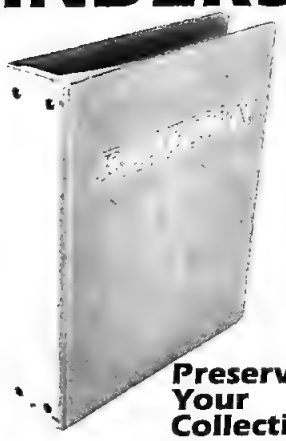

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The SW8 had originally been Wabash 132, but that poor little beast had never worn an attractive paint scheme in any of her incarnations. Since it was the home road in Scranton, we had decided to make her a DL&W unit, with the yellow/gold LACKAWANNA on her hood. The DL&W SW8s were numbered 501-511, and the obvious idea of going one number higher would have made Steamtown's two diesels the 512 and 514—not exactly ideal. So it was agreed to make the SW8 DL&W 500. She quickly became Scranton's favorite diesel.

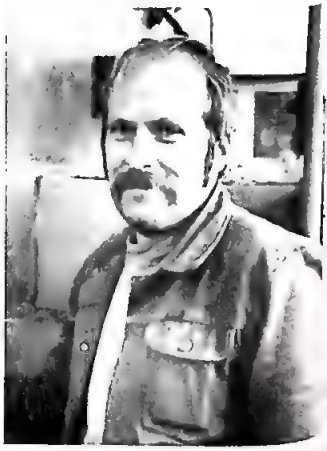
Railfan Weekend was set for November 1-3, the weekend following the end of the regular tourist season. It was well past fall colors, but the complications of trying to run a special event during the regular season made an earlier date impossible. Little did we know that the remnant of Hurricane Juan would provide a wretched overcast but little rain for almost the entire event. Oh well, Vermont had a few like that, too.

Steamtown went all-out to make this first Railfan Weekend in Scranton a memorable occasion. It kicked off with a buffet dinner in the ballroom of the Hilton hotel in the elegantly restored DL&W station. General Manager Jim Gillespie gave a welcoming speech and fielded questions about Steamtown and its future—a topic of considerable concern was the proposal for a "theme park" development of the museum site, which was illustrated in the newspapers with a frilly and "festive" giant parasol umbrella roof over the turntable. Gillespie assured the gathering that the illustration was only a very early artist's impression and that the roundhouse area would be handled tastefully. Considerable study and planning is going into the design of the museum site so that the entire project will be a varied enough attraction to be financially self-sustaining. Friday evening wrapped up with a Fred Bailey slide presentation on the history of Steamtown.

The 2317 and the NKP Geep doubleheaded the Saturday morning passenger train to Moscow with photo runbys in Roaring Brook Gorge (G5 1246 was still about three weeks away from completion of her firebox repairs). On the return trip, the fans were let off at the east end of Nay Aug Tunnel where the DL&W SW8 was posed on the "unused" eastbound track. The Nickel Plate Geep made a pair of runbys out of the tunnel past the SW8, and then the 2317 did the same thing with a freight consist. At the throttle of the 4-6-2 was the familiar image of Ross Rowland, who had just joined the Steamtown board of directors along with D&H President Charles McKenna.

The Saturday afternoon run to Moscow featured runbys with the 2317 alone on the passenger consist and then on the freight train. Guilford Transportation had supplied D&H C420 number 420 in fresh Guilford gray and orange, and it teamed up with Steamtown's ex-D&H RS3 4075 for more runbys.

Two scenes were set up for Saturday's night photo session. The first was a line-up of five diesels just east of the hotel, displaying the Guilford 420, NKP 514, DL&W 500 and Pocono Northeast SW1 601, while the D&H RS3 managed to get hidden behind the C420. Then the photographers boarded the passenger consist behind the 2317 for a ride up to Nay Aug Tunnel. As we unloaded, the tunnel was still full of smoke and steam from the 2317's passage when around the corner and into the bore on the other track came the Nickel Plate Geep with its headlight, class lights and number boards on and Steve's new Mars light grandly sweeping through the mists. It looked like a laser light show out of



LACKAWANNA 500 and NKP 514 were painted by volunteer Will Sturdevant (right). The 2317 (top) made dramatic photo runbys.

Star Wars. Somebody in the crowd shouted, "Eat your heart out, Steven Spielberg!"

With the Geep and 2317 side-by-side in the tunnel mouth, I lighted the scene two times with help from Brian Manwiller from Washington, D.C., Chip Sherman from Colorado and 11-year-old David Trygar from Scranton. With Conrail ready to salvage the second track, there may be no more opportunities in the future to get two trains at Nay Aug.

Probably the most vivid drama of the entire weekend occurred when Seth Corwin had to pull the steam train forward to reload after the night session. With the train laid out on the grade with damp rail, he fought the 2317's dome throttle to urge the train into motion without slipping. Illuminated in the glare of the open firedoor, Seth was working that throttle like a pump handle as the engine shuddered past. It was steam railroading at its finest. Incidentally, for those who did not attend the night session, Ross Rowland put on a program on his ACE 3000 project at the hotel.

We spent the night at the Hilton in Lackawanna Station and were awakened Sunday morning by the sound of the 2317 stomping past outside the window. That hotel is a classy place to spend a Railfan Weekend (and the rates are quite reasonable). There was a morning shop tour before the first Moscow run of the day, with the 2317 this time handling the passenger consist alone and "Stormin' Norman" Cole at the throttle. Runbys were made at Moscow alongside a diesel freight posed with the C420, NKP Geep and Pocono Northeast SW1. The 420 was then pulled off, and the 2317 made more runbys with the Geep in the lead alongside. We returned to Scranton in time for the Hilton's famous Sunday buffet brunch.

Three cab rides and 25 passes for the EL business car were the door prises on the afternoon run with the 2317 again alone on the passenger train. The twelve-mile run to Moscow through Roaring Brook Gorge has a lot of fine photo locations with many sweeping curves, and most of them are totally inaccessible by automobile. A Railfan Weekend ticket ($49.95 for the three-day package) really gets you your money's worth in photo opportunities.

Attendance was about 200 participants, which is a comfortable-sized crowd with plenty of room in the photo lines. The reception was so enthusiastic that Steamtown has already set a spring Railfan Weekend for May 2-4 of this year, before the regular season schedule begins (no March start-up for 1986). Though nobody can guarantee the weather, the date should assure longer days and fresh green on the hillsides. Both the 2317 and 1246 should be available, and I can't wait.

RDI's other engines

Rails Diversified of Ohio, Inc., owners of ex-Reading 2102, have a lot more in their stable than just the 4-8-4. In addition to a fleet of 17 passenger cars, they have a boxcar, B&O wood caboose and a pair of ex-C&NW F7s. Their passenger fleet includes the UP baggage/dorm that is used for a crew car plus a Milwaukee baggage car; seven DL&W m.u. coaches; one coach each from AT&SF, SCL, FEC, C&O and B&O; an NYNH&H coach/lounge; an ACL diner and a C&O 1948 diner/lounge/obs. Much of the equipment is stored on the Akron & Barberton Belt in Barberton, Ohio.

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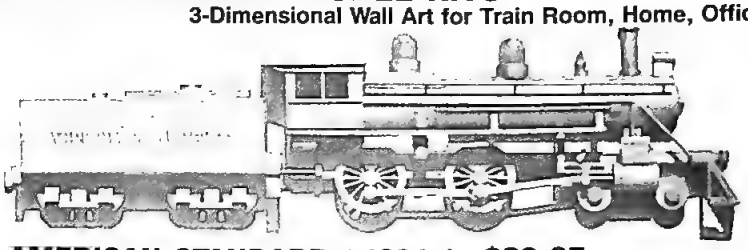

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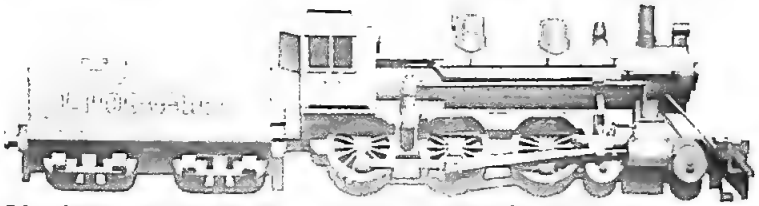

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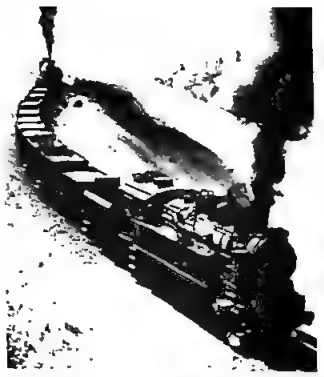

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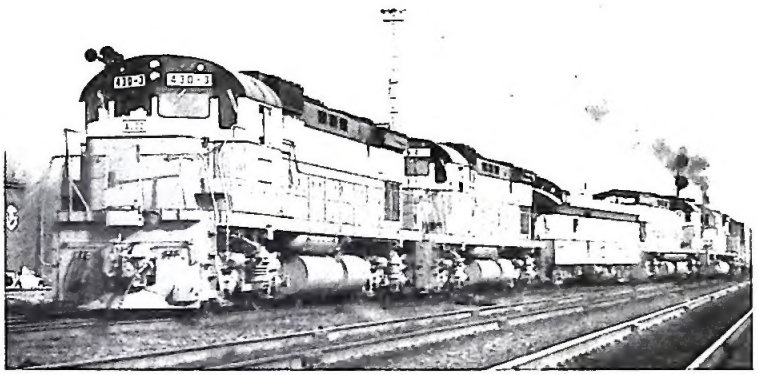

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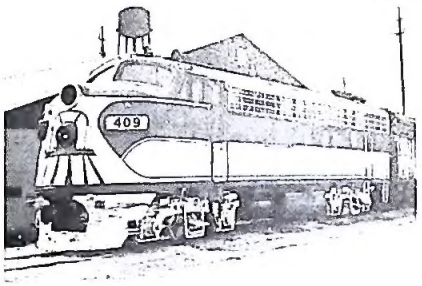

RAILS DIVERSIFIED plans to modify the blue and silver livery on their ex-C&NW F7. That nose herald, in particular, will go.

quired last spring and have been worked on by a volunteer crew. As we stated in our July 1985 RAILNEWS, an original Streamliner Era paint scheme was developed for them. Taking a combination of Santa Fe warbonnet and the Erie Lackawanna nose styling, they worked out a dark blue and silver livery. But according to some of the RDI members, "the paint crew got a little carried away," and the end result didn't quite match the approved design—particularly when it came to the grossly oversize RDI herald spread all over the nose. Came the comment, "I think we're gonna rethink the whole thing."

Jim

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KODACHROME JIM BOYD

THE IRON HORSE RAMBLES returned to Reading, Pa., in the form of Rails Diversified's T-1 2102, which posed outside the Reading Shops on Saturday night, September 21, 1985. It is reminiscent of Don Wood's classic shots of the 2124 back in 1959.

KODACHROME BOB LAVSRECHT

KODACHROME JIM BOYD

KODACHROME JOHN D WARREN

A DIVERSITY of diesel paint schemes is making the news. In the "Golden Oldies" catagory, Steamtown's N&W GP9 2514 was restored to her authentic Nickel Plate number and livery by volunteer Will Sturdevant. With full repaint a couple of years away, they decided to add the stripes and lettering over the existing N&W black—the lower part of the hoods will get black touch-up, too. Over in Warren, Pa., former-CR/PC GP40 3242 was given a dazzling livery as Allegheny Railroad 101, which will haul log trains for Hammermill Paper's new operation between Emporium and Erie, Pa. "Candy Apple Green" with gold adorns Quaboag Transfer's ex-CV RS11s at Palmer, Mass., on November 18, 1985. See page 28 for more on Quaboag and the Allegheny Railroad operations.

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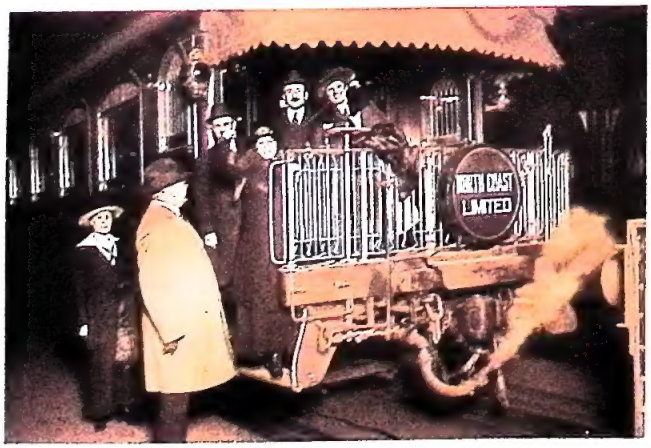

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